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WHEELER GRAIN & COAL CO., LAURENS, IOWA.

The modern country elevator is constructed on vastly different lines from what was considered an up-to-date country elevator a few years ago. Under the very best of conditions, the country elevator business nowadays is done on the narrowest of margins and must curtail expense in every direction consistent with the necessity of handling as much grain as possible at a profit. The business, therefore, demands in the very beginning an elevator of moderate capacity, substantial in construction, careful in its arrangement of the room, and equipped with the latest devised machinery, insuring thereby accuracy, rapidity and economy in operation.

The cut herewith presented represents one of a line of similar elevators operated by the Wheeler Grain & Coal Company of Laurens, Iowa, along the Sibley branch of the Rock Island Railway. The type is a good one, and has been found economical in practical operation.

For the most part these houses are twenty-four feet square and thirty-five feet high to the plate. This one is of crib construction, using 2x4-inch and 2x6-inch timber and contains nine bins. The bins through the middle of the house are hanging bins, sufficiently high above the floor to permit a passageway to the track side of the house and leave room for the cleaner, scale beam from the hopper scale and doors to each of the bins, also levers to clutches, elevator turn-head and discharge spouts from the bins, so that one man has complete control of the entire plant almost without moving out of his tracks.

One elevator leg, with 5x10-inch buckets, takes care of the grain as fast as received in the sinks.

On each end of the main building is an annex of

10,000 bushels' capacity. The grain is spouted to the ends from the main elevator leg and withdrawn by means of a belt conveyor under the house, which carries the grain to the leg.

A 6-horsepower Fairbanks Gasoline Engine furnishes plenty of power.

The office and engine room are combined and are attached to the driveway. The floor of the engine room is on the ground level, while that of

appreciate it. The engine room part of the office building is high enough to permit a storeroom or private office being made above it.

A HIT AT MILWAUKEE.

The Chicago Board of Trade on June 5 adopted the following regulation: "After the 30th day of June, 1901, no warehouse shall become or remain regular which voluntarily or by the acts of its officers, agents or managers shall have theretofore qualified, or shall thereafter qualify, in any way upon or with any other exchange with a view to, or for the purpose of, making the receipts of such warehouse regular for delivery upon such exchange, or upon contracts entered into upon or under the rules of any other exchange."

This rule is aimed particularly at Milwaukee; and the Chicago elevator men, it means, shall, after July 1, elect to be regular at one of the two markets. As a matter of fact, however, the resolution is looked upon, in one way, as innocuous, for while the Milwaukee Chamber of Commerce has made Chicago grain receipts "regular" on that floor, the Chicago warehousemen have made no application to be "regu-

lar" there, complied with no conditions and filed no bonds there.

Milwaukee expects the regulation to have no effect on the new trading in options there, and in this she is probably correct.

The Canton State Bank of Canton, S. D., failed in May. It is said the failure was due to a loan of \$10,000, made about one and a half years ago to W. B. Wade, a grain dealer of Lennox. Recently Wade filed an application in voluntary bankruptcy in the United States court there, thus preventing the bank collecting the loan. There will be no losses to depositors.



WHEELER GRAIN AND COAL COMPANY'S GRAIN ELEVATOR AT LAURENS, IOWA.

the office is raised to a level with the floor of the driveway and working floor, with the door from the office to the elevator on a line with the passageway to the track, so that a man can keep his eye on the car he may be loading while also receiving grain from the farmers. The elevation of the office floor also brings the scale beam up to about the height of a man on a load, so that the latter may read as he is weighed. One principle is carried out here, which is worth remembering. It is this: In making your plans for the construction of a country elevator, bear in mind that the farmer is your best friend and provide for his convenience and comfort an easy driveway and a controllable dump; he will

[For the "American Elevator and Grain Trade."]

RIPPE'S OUTING.

One of the most enjoyable events that it has been the good fortune of your correspondent to attend was a dealers' meeting, held on a strip of land between two of the lakes near Fairmont, Minn., on May 25 and 26. These grain dealers' outings have occurred annually for a number of years and were originated for the purpose of getting the grain men of that section together so they might become better acquainted and have a good time.

The event is called "Rippe's Outing, or Picnic," because Mr. Henry Rippe of Fairmont was one of the chief promoters and every year takes a very active interest in its success. He and the other Fairmont gentlemen endeavor in every manner possible to make their guests feel perfectly at home and to enjoy every moment of the outing. They always succeed in doing this. They take especial pride in showing off their fine town, with its good, well-lighted streets, its handsome business blocks and elegant public buildings, while for good fishing and beautiful scenery, the chain of lakes in the vicinity cannot be surpassed.

On arriving at the camp ground, which was located about four miles from town, everything was in readiness for our reception. The sleeping tent (a large one) had been arranged so that the most fastidious could rest under it with the greatest comfort, and the dining tent, with cooking outfit attached, contained everything one could ask for.

During the evening from 7 to 12 o'clock we were entertained by the Vertugno Italian Band of Chicago. This band is composed of five pieces; and it played everything from Sousa's marches and the latest cakewalks down to "Sweet Rosie O'Grady" and "When the Harvest Days are Over, Jessie Dear."

Those in attendance were as follows: Daniel Getchell, with Brooks-Griffiths Company, Minneapolis, Minn.; A. F. Brenner, of Turner & Brenner, Minneapolis; W. B. Hatch, with P. B. Mann Co., Minneapolis; J. R. Dalton, of Eschenburg & Dalton, Chicago; J. W. Stillwell, with B. Uhrig Fuel Company, Milwaukee; J. B. Meigs, with Mohr-Holstein Commission Company, Milwaukee; J. R. Morris, with Nye & Schneider Company, Mason City, Iowa; J. F. Flemming, of Flemming Bros., Armstrong, Iowa; B. J. Dunn, of Kruse & Dunn, Armstrong, Iowa; C. E. Bennett, of S. Y. Hyde Elevator Company, La Crosse, Wis.; Ed Babcock, with S. Y. Hyde Elevator Company, Winnebago City, Minn.; Ed E. Olson, with S. Y. Hyde Elevator Company, Jackson, Minn.; J. C. Barry and J. A. Hoeffel, with W. W. Cargill Company, Jackson, Minn.; C. Auten, with Henry Rippe, Jackson, Minn.; Wm. Perrizo, of Perrizo & Perrizo, Delavan, Minn., and the following from Fairmont: Mayor E. C. Stowe, of Ward & Cadwell Company; W. R. Hyde, with W. W. Cargill Company; B. H. Ward, of J. D. Young Lumber Company; G. F. Hine, of Fairmont Elevator Company; Wm. Cronan, with Nye & Schneider Company; Thos. Jensen, with W. W. Cargill Company; A. H. True, auditor of Martin County; Henry Rippe, A. Krumholz, H. C. Keyes and J. C. Frase, with Henry Rippe; Wm. Canry, with Northern Grain Company; Frank Johnson, of Merritt & Johnson.

This was Dan Getchell's first attempt at picnicking; the boys hope that hereafter he will be a regular attendant.

Andy Brenner met several old acquaintances, and enjoyed himself hugely.

Will Hatch would not remain away from an annual meeting for a whole train of consignments.

Jim Dalton gave a sleight-of-hand exhibition which the boys all enjoyed. He was assisted by Bert Dunn. The latter ranks with Nat Goodwin as a comedian and story-teller.

John Stillwell, the coal man, was on hand. Without him the outing would be "shy" of fuel. His plea for the defendant in the mock trial was very impressive.

C. E. Bennett took the prize for the largest string of fish caught. The boys all hope he will attend every picnic they have for the next 50 years.

Jack Flemming led the singing, assisted by Dalton, Getchell and Hine.

Mayor Emery Stowe seemed to enjoy every moment; he gave the visitors a warm welcome.

Wally Hyde did his full duty by the Colfax water. He enjoys meeting his friends at Fairmont.

Henry Rippe is an ideal host. Everyone felt right at home from the moment he arrived.

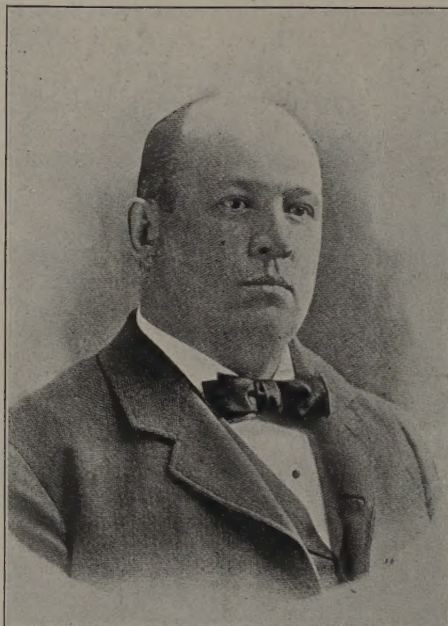
The boys were pleased to have John Meigs in their midst.

The bear and Indian dances were worth going miles to see.

JOSEPH E. BIDWILL.

In the appointment of Joseph E. Bidwill to the post of chief grain inspector on the Chicago Board of Trade, Governor Yates placed in this position the first practical man that ever filled this office. Mr. Bidwill has had a connection of twenty-five years with the Chicago grain inspection department and has been successively helper, third, second and first assistant, before taking the chair of the chief inspector.

Joseph E. Bidwill was born in Chicago, Ill., in 1857. His father, who served in the 19th Wisconsin



JOSEPH E. BIDWILL.

sin Volunteers, was killed in the battle of Gettysburg in 1863, when Mr. Bidwill was six years of age. He was educated in the Foster School at Chicago, and later attended night school at this institution for seven years, working during the day to help support his widowed mother and the remaining children.

When 13 years of age he secured a position in J. K. Russell's box factory, but left the box-making business after a few years and took a position as helper, under Chief Grain Inspector John P. Reynolds, in the Chicago grain inspection department. After three years of work in the capacity of helper, he was promoted to the position of third assistant. This position he filled for about four years, when he was made second assistant. Four years later he was made first assistant, and for seven years he worked in this capacity on all the large railroads entering into Chicago, until after the election of John P. Altgeld to the office of governor, when he resigned his position. During the closing period of this connection with the grain inspection department, he also served eight years in the City Council, representing the old ninth ward.

When John R. Tanner was elected governor, Mr. Bidwill was appointed a member of the Railroad and Warehouse Commission, and served in that capacity until his appointment as chief grain inspector by Governor Yates.

Fires in the neighborhood of Los Banos, Cal., early in June destroyed all of 20,000 acres of grain.

DES MOINES CEREAL CLUB.

The Grain Dealers' National Association has accepted the invitation of the Des Moines Cereal Club to hold its coming annual meeting in that city. The club, therefore, adds one more to its quite long list of laurels won during a brief career.

The Club, as many readers of the "American Elevator and Grain Trade" may remember, was organized in 1899—specifically on September 23, 1899, when at 7:30 o'clock all the grain dealers of Des Moines met at a banquet at the Savery House and organized what was first called the "Iowa Cereal Club," now the "Des Moines Cereal Club," which has held regular social meetings about every thirty days since its organization.

While the organization at first was merely for social purposes the Club has accomplished a great deal in other directions. The same fall it was organized, on October 4, during the Des Moines Fall Festival, it invited the country grain dealers and a few other grain men from other cities to Des Moines and gave them a banquet. The next work was to call a meeting of the grain dealers of the state of Iowa and thus the Des Moines Cereal Club helped to organize what is now the Iowa Grain Dealers' Association.

The Club has been working now for over a year to get a suitable office building to house the entire grain business of the city of Des Moines, where all the firms in the trade should be located, together with the railroad freight agents and the other shipping interests in the city. Up to the present time the arrangements for this convenience have not been completed.

The Club co-operates also with the Commercial Exchange of the city of Des Moines, and has assisted greatly in settling disputes between the railroads and the dealers, and among the dealers, as well as furnishing a great deal of information to the grain trade in general.

At present the Club consists of about thirty members, with Capt. M. T. Russell as president and E. D. Hamlin as secretary and treasurer. The organization of the Club is so complete that it is very well equipped for entertaining any outside delegations that may come to the city, and has accomplished much more socially and in a business way than any member anticipated was possible when it started. As hosts of the National Association, that body is assured of magnificent entertainment and every facility that a host can offer for a successful meeting.

NEW TRADING RULE AT MILWAUKEE.

On May 14 the directors of the Milwaukee Chamber of Commerce recommended a new rule making the regular rate of commission $\frac{1}{8}$ cent per 1,000 bushels on grain and of brokerage $12\frac{1}{2}$ cents per 1,000 bushels on wheat, corn or oats, and 25 cents per 1,000 bushels on rye, flaxseed or barley. It is also provided that where the trades are with or for any members of the Chamber or any member of a board of trade approved by the Chamber, or for any firm, one or more members of which are members of the Chamber, the rate shall be 32 per cent of the regular rate.

This rule a week later was adopted without opposition, and went into force at once. President Wall, on the announcement of the vote, addressed the members, calling their attention to the wording of the new rules, and also to the fact that the penalty for the violation or evasion in any way is expulsion. The board of directors is authorized to offer a reward of \$1,000 for evidence which shall convict any member of violating the commission rule.

The option business at Milwaukee is now running from 80,000,000 to 100,000,000 bushels per month.

The Peavey Grain Line Company, Minneapolis, has sold 299 grain cars, formerly used by the company, to the Minneapolis, St. Paul & Sault Sainte Marie Railway. The value of the cars sold was \$154,141.32.

O. P. CARROLL'S ELEVATOR.

Putnam on the Peoria branch of the Rock Island Route was until lately the only railway station in Putnam County, whose county seat, Hennepin, is the only county capital in Illinois without railway connections, having communication with the outside world only by steamboats on Illinois River. Although Putnam County is seemingly neglected by the great railway lines, it is a small but fertile county and grows corn and oats galore. The grain is largely marketed at the river or Illinois Central towns on the east, but the panhandle township of Putnam and the adjoining townships of Marshall and Bureau counties market at Putnam station, where is located the handsome and convenient elevator shown in the engraving.

This elevator is owned by O. P. Carroll, one of the old-timers of the business in northern Illinois, with an honorable record behind him and the good will of the farmers of his neighborhood as a present day and permanent as well as most satisfactory asset.

Mr. Carroll's elevator has fourteen bins and three dumps with sinks of 2,000 bushels' capacity each. The total storage capacity is 35,000 bushels, with crib room for 35,000 bushels of ear corn in addition. The power is a Charter Gas Engine and for loading out he uses a Fairbanks R. R. Track Scale.

INTERSTATE MEETING OF GRAIN DEALERS.

Grain dealers from four states met in informal convention at Sioux City, Iowa, June 4. It was an interstate meeting of members of the Iowa Grain Dealers' Association, the Nebraska Grain Dealers' Association and the Southern Minnesota and South Dakota Grain Men's Association. About 100 dealers and commission men were in attendance.

Sioux City, the gateway to the Dakotas, with characteristic enterprise and generosity, gave a splendid welcome to the visitors. The local grain dealers extended every courtesy and, at the close of the very successful meeting, tendered to their guests an enjoyable banquet at which the liberal spread was surpassed only by the feast of reason and flow of soul which followed in the form of after-dinner speeches. The visiting grain dealers were highly pleased with the welcome accorded them.

The business session was opened in the afternoon, with Secretaries A. H. Bewsher of Nebraska, George A. Wells of Iowa and E. A. Burrage of South Minnesota and South Dakota presiding. The secretaries had previously busied themselves in interviews with the various delegates from their respective territories, and had accomplished much in the way of local business before the hour set for calling the meeting. Hence there remained but little routine work to be considered.

Secretary Bewsher called on Nebraska members for reports as to the condition of the trade in their several localities, and received uniformly favorable replies. From all reports it appeared that the Nebraska association is in excellent working order.

Secretary Wells presented the Iowa side with reports from members of the Iowa association who were present, all of whom gave flattering accounts of the condition of association work and harmony of the members in their territory. None of the members had cause to complain of short weights in terminal markets, which was regarded as an exceptionally good state of affairs.

Then followed a discussion of the competition occasioned by consignments of grain by farmers and scoop shovel men to commission houses. The commission houses were looked to to protect the interests of the regular grain trade by not encouraging consignments from outsiders. Representatives of commission firms present were asked to state the policy of their houses in this regard, and the responses were hearty and satisfactory. In general it was learned that it is not the habit of reputable commission houses to bid outsiders, but that they recognize the importance of encouraging the regular grain dealers as far as possible.

Responses on this topic were made by the following representatives of the firms named:

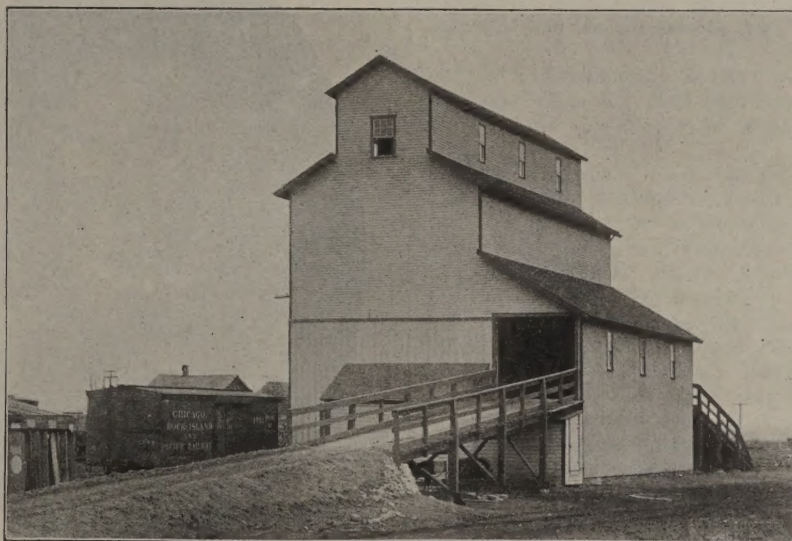
B. G. Ellsworth, of L. Bartlett & Son, Milwaukee; H. Hahn, with Gerstenberg & Co., Chicago; O. A. Streator, with E. P. Bacon & Co., Milwaukee; H. H. Ray, with Rosenbaum & Co., Chicago; H. R. Bertuleit, with A. F. Woodward & Co., Minneapolis; George B. Rait, with Nye, Jenks & Co., Minneapolis; J. E. Stover, with Brooks-Griffiths Co., Minneapolis; Floyd Campbell, with Weare Commission Company, Chicago.

Secretary Wells emphasized the importance of reciprocity in all dealings of grain dealers with the commission houses, and said that this applied particularly to the fulfillment of all contracts and the prompt settlement of overdrafts, etc. Dealers must deal with absolute fairness with the commission houses.

Secretary E. A. Burrage, of the newly organized Southern Minnesota and South Dakota Grainmen's Association, addressed the meeting relative to the prospects of the new organization. He stated that it starts out with the best of auspices for success, having a pledged membership of over 900 elevators. At his invitation all the South Dakota dealers present came forward and affixed their names to the membership roll. In the discussion which followed it was the prevailing opinion that

Truax & Betts, Mitchell, S. D.; James Carlon, Armour, S. D.; Mead & Langan, Flandreau, S. D.; Kellogg & Whealy, Flandreau, S. D.; John Scroggs, Beresford, S. D.; John Mollany, Beresford, S. D.; Disbrow & Heard, Alcester, S. D.; H. O. Boyd, Lyons, Neb.; J. A. Tiedeman, Sioux City, Iowa; E. J. Edmonds, Marcus, Iowa; Walker & Mayer Bros., Bridgewater, S. D.; J. M. Doyle, Delmont, S. D.; Canton Grain Co., Canton, S. D.; Jefferson Elevator and Mill Co., Jefferson, S. D.; H. J. Hutton, of the Mystic Milling Company, Sioux City, Iowa; Simon Fritson, Randolph, Neb.; M. King, Utica, S. D.; Sloan Elevator Co., Sloan, Iowa.

Among the representatives of the grain commission houses present were: B. G. Ellsworth, of L. Bartlett & Son, Milwaukee; J. W. Chambers, with Peavey Grain Company, Des Moines, Iowa; O. A. Streator, with E. P. Bacon & Co., Milwaukee; S. J. Brown, with Trans-Mississippi Grain Company, Omaha; George B. Rait, with Nye, Jenks & Co., Minneapolis; H. R. Bertuleit, with Woodward & Co., Minneapolis; J. E. Abbott, with The Nye & Schneider Co., Fremont, Neb.; J. E. Stover, with the Brooks-Griffiths Company, Minneapolis; Mr. Ellis, with American Grain Company, Minneapolis; Floyd Campbell, with Weare Commission Company, Chicago; H. H. Ray, with Rosenbaum Bros., Chicago; A. F. Bremner, representing the



O. P. CARROLL'S ELEVATOR AT PUTNAM, PUTNAM COUNTY, ILLINOIS.

a joint association of the two states was better than two separate organizations, and that later on, when a division by states might be found advisable, the organization would be better able to maintain itself. The policy of inviting commission men to membership in the associations was commended, as being of mutual benefit to dealers and commission interests alike.

Among the grain dealers present were: Messrs. Terwilliger and Dwight, of Terwilliger & Dwight, Sioux City, Iowa; H. F. Solomon, Remsen, Iowa; E. H. Moreland, of E. A. Brown & Co., Luverne, Minn.; C. S. Goodrich, Alta, Iowa; J. P. Brucher, Remsen, Iowa; A. M. Lawrence, of the Marfield Elevator Company, Centerville, S. D.; J. A. Gray, Onawa, Iowa; W. E. Kinsella, of the Kinsella Grain Company, Colon, Neb.; P. A. Cummings, of the Hunting Elevator Company, Rock Valley, Ia.; W. B. Hatch, Minneapolis; J. A. Linderholm, with the Crowell Lumber & Grain Co., Blair, Neb.; F. C. Ballard, with the Interstate Elevator Company, Hawarden, Ia.; J. W. Stillwell, Uhrig Coal Company, Milwaukee; Valley Springs Roller Mill Company, Valley Springs, S. D.; J. O. Milligan, Wakefield, Neb.; G. G. Stevens, Sioux City, Iowa; E. A. Fields, of Fields & Slaughter, Akron, Iowa; J. W. Holmquist, Oakland, Neb.; I. Knutson, of the Sioux Grain Company, Akron, Iowa; Henry Heinz, of Wolf & Heinz, Granyville, Iowa; W. W. McElrath, Merville, Iowa; Mr. Cassiday, of Cassiday & Whiting, Whiting, Iowa; Elliott & Son, Whiting, Iowa; Richard Vanderburg, of the Sioux Center Produce Co., Sioux Center, Iowa; James Bennett, of the S. Y. Hyde Elevator Co., Flanders, S. D.;

Anchor Grain Company, the Tri-State Elevator Company and Turner & Bremner, Minneapolis; G. B. Comstock, with Bartlett, Frazier & Co., Omaha; D. J. Kennedy, with the St. Paul and Kansas City Grain Company at Sioux City; J. K. McKeane of Sioux City, representing the McCaull-Webster Grain Company of Minneapolis; J. W. Silberg, with the McCaull-Webster Elevator Company, Minneapolis; H. Hahn, of Gerstenberg & Co., Chicago.

The liberality of the Sioux City grain dealers toward their visiting brethren was unbounded. Every possible attempt was made to insure an enjoyable time for the city's guests. That the efforts of the Sioux City men were successful was amply attested by the experience of every grain dealer, commission man or press representative present. The credit for this generous welcome is due to the local grain dealers in general, and especially to the committee of arrangements, C. G. McNeil, of the McNeil Grain Company, chairman, and A. O. Streator, George Terwilliger and G. H. McKeane, his able lieutenants. These gentlemen were indefatigable in their labors. They made matters so pleasant that the grain dealers threaten to visit Sioux City again.

The closing event of the session was a banquet, which was well attended and thoroughly enjoyed. Music was furnished by an orchestra and a quartet of colored singers, the selections being heartily received. E. W. Caldwell, of the Sioux City Journal, was toastmaster, and acted as representative of the mayor of Sioux City in extending the hand of welcome. Mr. Caldwell spoke of Iowa as the state in which as a barefooted boy following the

plow he got his start in life; of Nebraska as the state from which he got Mrs. "Cal."; of South Dakota as the scene of nineteen years of his life work, and of Minnesota as the home of a companion of his boyhood and king in the grain trade, Frank H. Peavey. His remarks were punctuated with wit and good fellowship and were enthusiastically received.

Secretary A. H. Bewsher of Nebraska responded for the visiting delegates from Nebraska in a happy vein, and told some humorous stories illustrative of the happy frame of mind in which the visitors found themselves. His reminiscence of a journey in a Pullman car will not soon be forgotten.

Secretary G. A. Wells responded on behalf of the Iowa dealers. His appreciation of the bountiful reception extended by Sioux City was well put when he said it was establishing a dangerous precedent. The grain dealers were so well pleased that they would come again and again. They could not forget the royal welcome they had received on this occasion.

Secretary E. A. Burrage responded on behalf of the South Dakota and Minnesota Association and heartily endorsed all that the preceding speakers had said relative to the hospitality of the city. He pledged himself to the hardest work possible for the building up of a strong and harmonious association in South Dakota and Southern Minnesota, and predicted great success for the new organization.

Wm. Gordon, secretary-commissioner of the Sioux City Commercial Club was called upon and spoke a few words of welcome in behalf of the club.

Will Reed Dunroy of the Sioux City Tribune, read an original poem of welcome, which was well received. Mr. Dunroy is the well-known contributor of the department known as "Salad Dressing" in the Tribune, and is a talented writer.

E. A. Fields, of Fields & Slaughter, Akron, Iowa, was introduced as the only speaker thus far who is a genuine grain man—who "actually handles the stuff." Mr. Fields made a happy response and proved that a grain dealer can respond to a toast as well as handle the chief ingredient of toast.

At this point Toastmaster Caldwell, or "Cal," as he is familiarly known, gave a definition of puts and calls, and declared that the difference between a bull and a bear was somewhat like the distinction between a "little lambie" and a "little calfie." A "put," said Cal, is when you put your money in the hand of a broker; and he "calls" you a d—d fool for doing so. Cal's explanation of the bull and bear theory was equally lucid, and was received with uproarious laughter.

B. G. Ellsworth of Milwaukee, H. Hahn of Chicago and J. E. Stover of Minneapolis responded on behalf of the commission interests represented. Mr. Stover's toast was "To Minneapolis, the future dominant grain market of the world."

J. M. Doyle of Delmont, S. D., whose coal business somewhat exceeds his grain business, described his principal occupation as "selling fog." He pledged the support of the grain dealers of South Dakota to the general welfare.

Scott Logan of Sheldon, Iowa, was introduced as the "honest miller." He gave an interesting talk on the relations of miller and grain dealer, and offered to change places, but his offer was not accepted, the grain dealers thereby confessing to great prosperity.

J. W. Stillwell, representing the B. Uhrig Fuel Co., was called upon as the only representative of the wholesale coal business. Mr. Stillwell gave a very satisfactory explanation of his presence in a grain dealers' meeting by saying that he enjoyed that kind of company, had attended many of the grain dealers' meetings in the past and hoped to attend many more in future. He was well received.

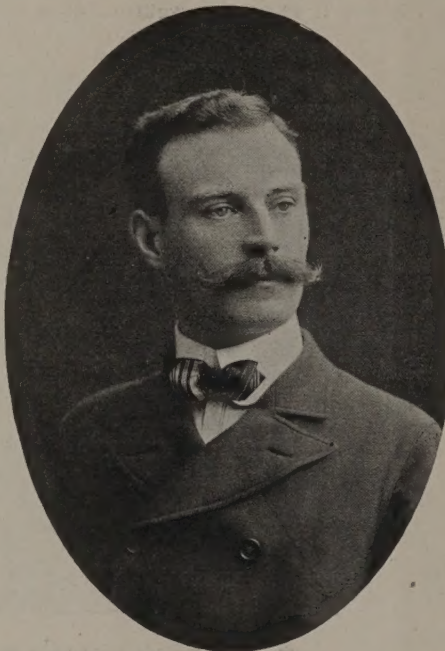
I. Knutson of Akron, Iowa, and Mr. Fields, also of Akron, gave some humorous reminiscences of the practical experiences of a grain dealer's life, and thus closed a very enjoyable and interesting session of the grain dealers' association of the "Big Four States."

J. D. SHANAHAN.

Out here in the West, where the grain inspection offices change their complexion with every political upheaval, one must needs be told twice to establish credence that in New York, where there is more politics to the square yard than in any other state north of South Carolina, one of the most important grain inspectors in this country, he of Buffalo, to wit, holds his office strictly because of his professional and personal qualifications and not by virtue of a "pull" of any sort.

When Conway W. Ball, the late chief grain inspector, resigned his office, after a continuous service of fifteen years, J. D. Shanahan, the present inspector, was appointed (January 1, 1899) without solicitation on his part and strictly on the score of his reputation for technical knowledge, executive ability and manly independence, integrity and honesty. It was a splendid tribute to a young man who had worked his own way up in the department from the "bed rock."

Mr. Shanahan was born in Buffalo on October 24, 1864, and entered the inspection department of the Buffalo Merchants' Exchange as a sampler on March 27, 1887. His present position is one of great



J. D. SHANAHAN.

responsibility, and of the highest importance to the western grain trade, but the Buffalo inspector's office is managed with distinguished ability and freedom from friction.

A CLEAN SWEEP IN MINNESOTA.

The anticipated "clean sweep" in the grain inspection department of Minnesota came sooner than was expected. The new officers and employees, although appointed in May, will not, however, begin their terms until August 1, except in a few cases of subordinates, such as scalers and helpers. The appointments are made by the Railroad and Warehouse Commission, and the head officials are as follows:

Chief Grain Inspector—L. D. Marshall of Minneapolis.

Chief Deputy at Minneapolis—J. N. Barnard of Duluth.

Chief Deputy at Duluth—F. W. Eve.

There are a few old employees who will retain their jobs—a score in all, perhaps, all "charged," as the politicians put it, to Minneapolis. Eighty-six new men have been appointed and are trying to develop as expert inspectors between now and the opening of the next crop year.

L. D. Marshall, the new chief grain inspector, is a man about 52 years old, and has been in the grain business ever since 1880. He went to Minneapolis some nine years ago, and became connected with the St. Anthony & Dakota Elevator Company, with which he was associated up to the

time of his appointment, and for whom he had acted as superintendent and traveling representative. Before going to Minneapolis he was located in Crookston, being for nine years with the Red River Valley Elevator. He has an established reputation in Minnesota as a grain expert.

THE SALINA FARMERS' MEETING.

The grain growers of Kansas, at the meeting held at Salina on May 16-17, organized a company to be known as the Farmers' Coöperative Grain and Live Stock Association, with capital stock of \$20,000, and have applied for a state charter to enable the company to transact a general buying and selling business of all products of the farm.

There were twenty-three counties represented at the meeting by nearly 200 delegates; but it needed no little urging to get sixty-four signatures to the stock subscription list. There was also the usual opposition to every proposition that crops out in every farmers' meeting: To the location of headquarters, which was sent to Topeka instead of Kansas City; to the proposition to make the capital stock \$100,000; to the name finally adopted, and so on. The meeting was, however, dominated by Jas. Butler and J. A. Bucklin, both of whom are leaders in all farmers' political movements in Kansas, and who shaped its proceedings to suit themselves.

Having agreed to organize, the sixty-four signers of the subscription list proceeded to the election of officers, beginning with nine directors, one for each district and four at large, as follows: J. A. Bucklin, Oakley; A. P. Collins, Salina; H. C. Hawkins, Kellogg; C. W. Peckham, Haven; James Butler, Topeka; W. C. McConnell, Moreland; R. W. Smith, Delphos; George E. Smith, Kensington, and W. Mathes, McPherson. The directors subsequently elected the following officers: J. A. Bucklin, Oakley, president; A. P. Collins, Salina, vice-president, and James Butler, Topeka, secretary.

The capital stock of the company is divided into 2,000 shares of \$10 each, and no person shall be allowed to own to exceed ten shares. In making application for stock, the applicant is required to agree that "so long as I remain a stockholder in this Association, I will employ said Association to dispose of any grain or other products which I may desire to sell in car lots and agree to pay a commission of one cent per bushel for selling wheat and one-half cent per bushel for selling corn, and its regular commission for selling other products. And in the event of my shipping or selling any grain or other produce in car lots to any competitor of said Association, I agree to immediately report such sale to the Association and pay one-half of the above-named commission to said Association as liquidated damages for breach of this agreement. I further agree that any failure on my part to comply with the terms of this agreement shall forfeit my right to continue as a stockholder in said Association, and I agree to surrender my stock for cancellation upon the payment to me by the Association of 50 per cent of the amount actually paid thereon, forfeiting to the Association the balance of such payment, together with any profit that may have accrued, as a penalty for violation of this agreement." He further agrees that "any controversy arising between the Association and myself shall be settled by arbitration, as provided in the by-laws of the Association."

The Association has opened headquarters at Topeka, with an office in Kansas City, to transact a general commission business. Ten per cent of the company's earnings may be set apart as an educational fund.

The ship Indrapura reached Portland, Ore., on May 20 with 6,347,000 wheat bags on board. While this was next to the record-breaking bag cargo for Portland, it was only about half the amount which the steamer had aboard when she left Calcutta. She put into San Francisco before reaching Portland and discharged a liberal portion of her cargo.

THOS. MILLER JR.

Thos. Miller Jr., buyer for the St. Paul and Kansas City Grain Company at the station of Sioux Rapids, Ia., was born in Pomeroy, Calhoun County, in 1874, and began his career as a buyer at the age of fifteen, when his father commissioned him to buy live stock, Thos. Miller Sr., being then in the live stock and grain business at Pomeroy, Iowa. Boys of fifteen are not ordinarily given authority of this character, for cattle bought wrong drop the buyer's money pretty rapidly, but this boy was up to his job, and was, in fact, so successful that in 1893 he formed a partnership with C. G. Rankin of Pomeroy to handle live stock on his own account.



THOMAS MILLER JR.

This connection continued until 1896, when the partnership was dissolved by mutual consent.

Mr. Miller then went into journalism, purchasing a half interest in the Pomeroy Gleaner, a weekly paper. How he managed to escape the immolation which is the typical fate of him who has once ascended to the dizzy heights of the rural tripod is not explained to the writer, but suffice it that he descended to earth after some two years' experience on the Gleaner, and began his present connection with the St. Paul and Kansas City Grain Company (1900). He has since bought grain for the company at several stations on the M. & St. L. Ry., going to Sioux Rapids in April last.

THE NORTHWESTERN'S MISHAPS.

The steamer Northwestern, the first to sail of four vessels comprising the fleet of the Northwestern Steamship Company, to trade between Chicago and Europe, finally got out to sea on May 28. The Northwestern had sailed from Chicago on April 25; got caught in the ice in St. Clair River, and having lost her propeller blade, limped into Detroit on May 5. After repairs she proceeded on her way. On May 13, while going down the St. Lawrence River, she came into collision with a dredge of the Canadian government, anchored in the middle of the channel at Cardinal, denting a plate, as well as driving the vessel's nose into the mud, where she was stranded. Five tugs were called on to get her off, but they were too small to be useful, and part of the cargo had to be lightered. She finally got away again, reaching Montreal on May 17.

Examination of the ship showed no serious damage to her bottom, nevertheless the dented plate was removed and a new one put in its place, the repairs delaying the ship long enough for her crew to see the Northman, the second vessel of the fleet to leave Chicago, pass her on the voyage to Hamburg. On the 21st the Northman reached Sydney, C. B., coaled and put out to sea, reaching Hamburg on June 4.

On the 22d the Northwestern left Montreal, and

having completed her cargo at Three Rivers, reached Sydney on May 28, 2,000 mile, or five weeks, from Chicago. The actual running time was about ten days only.

The Northeastern, the third vessel of the fleet, sailed in May, with grain to Buffalo. She was damaged in Detroit River, and after unloading at Buffalo was docked at Buffalo for repairs.

The last boat, the Northtown, sailed from Chicago on May 30 with grain to Buffalo. Like the others, she completed her European cargo at the seaboard.

In spite of the mishaps to the fleet, the owners of the line, classing them entirely as accidents not likely to be repeated, are still firmly convinced that the new line will pay, and, at any rate, propose to give the project a fair trial.

ILLINOIS VALLEY GRAIN DEALERS.

The regular monthly meeting of the Illinois Valley Grain Dealers' Association was held at La Salle on the evening of June 5, having been postponed about a week on account of Decoration Day conflicting with the date previously set.

The meeting was called to order by President Kilduff of La Salle, who announced his resignation as president and from the Association because of his retirement from the grain business. Mr. Kilduff has sold out to Douglass & Ellsworth and has been appointed superintendent of the La Salle City Water Works. The Association tried to prevail on Mr. Kilduff to serve out his term, ending in December next, but he insisted that his withdrawal from the trade made his resignation imperative. It was therefore accepted and on motion of Mr. Carlin a hearty vote of thanks was tendered Mr. Kilduff for his services to the Association.

The election of a successor being in order, Mr. M. J. Hogan of Seneca was unanimously chosen to serve out the unexpired balance of the term.

The proceedings then lapsed into calm; and to live up matters J. M. Allen of the Rock Island was called on. He said the interests of the dealers and the railroads were so identical he had little to offer. He would say, however, that the most serious difficulty his line had to complain of was the fault found by competing roads with the low grain rates made by the Rock Island. C. C. Dana of the Santa Fe Route also made a brief report of conditions on his line.

After another ominous calm, W. H. Chambers of Chicago, the father of association work west of the Mississippi, whose ideas and methods are now embodied in the working plans of most of the successful grain associations, gave a brief chapter of his experiences as an organizer. Beginning with a few dealers, he put the finishing touches on his work by going to the railroads and showing them their direct interest in associations. He suggested that the home work is of first importance, and after the local organization is perfected the work should be carried on logically to the state and national organizations.

The storm without—a beautiful, money-making rain that had long been needed in the Illinois valley—was no portent of any within, for all was calm. Secretary Dunaway announced that Hemmelgarn & Co. of Chicago had been admitted to membership. Mr. Hogan said that in Seneca nothing was doing except getting rid of the dealers' bank surplus. Mr. Ream said in Lostant everything was lovely. It was hinted that Hennepin was "out of line," but as Hennepin isn't on the railroad map, it didn't count anyhow. Mr. Douglass said the red ink side of the ledger was getting to be a feature of the bookkeeping at certain stations now that the corn episode had petered.

Finally someone moved a recess of fifteen minutes. The motion was lost. Then a conversation sprang up, on the strength of which the chair ordered a recess. And when this recess was over the members not on the referee corps who had not departed on very late trains for their homes were sleeping the sleep of the justices and not particularly alive to the subsequent proceedings.

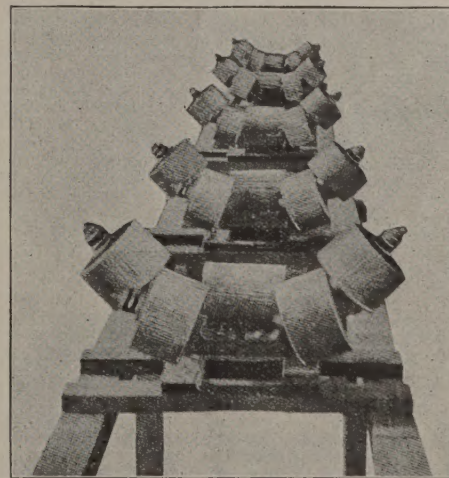
Among the dealers present were: W. D. Holly,

with R. Unzicker, Peru; J. H. Carlin, Utica; Jos. Farrell, Peru; the Messrs. Dunaway of Ottawa and Utica; F. M. Shaw, Ladd; Messrs. Bruce and Jamieson, Marseilles; A. Reinhart, Spring Valley; W. H. Tyllan, Wenona; H. Defenbaugh, Reading; Peter Eschbach, Leonore; H. W. Booth of Neola Elevator Co., Neola; R. T. Harrington, Marseilles; F. L. Ream, Lostant; C. D. Wheeler, Triumph; Mr. Ellsworth, La Salle; C. L. Douglass, Ottawa; F. Z. Ames, Rutland; W. E. Kreider, Tonica; H. W. Taggart, Wenona; G. A. Sauer, Rutland.

Among others were O. C. While, with Hemmelgarn & Co.; J. W. Radford, with Pope & Eckhardt Company; Arthur R. Sawers, with the Calumet Grain & Elevator Company; W. H. Chambers, with the Peavey Grain Company; F. J. Delaney, with Nash-Wright Company; A. S. Wood, with E. W. Bailey & Co.; E. G. Osman, with the "American Elevator and Grain Trade," all of Chicago; J. M. Allen of the Rock Island Route and C. C. Dana of the Santa Fe Route.

NEW BELT CONVEYOR SYSTEM.

The accompanying illustration shows a section of a 5-pulley belt conveyor, built on the system invented by John Titus of Oyster Bay, L. I., N. Y., to whom a patent was granted some months ago. It is part of a conveyor just completed at Port Washington, L. I., for moving sand. This conveyor, which is two feet wide by 535 feet long and requires on the conveyor and the drives 1,500 feet of belt, is now in successful operation. As the illustration shows, the position of the pulleys on each stand is such that there is no particular corner to crimp or break the belt, which has been the great drawback to belt conveyors. The 5-pulley system shown is intended to convey from three to five yards per minute. Another system, also having staggered pulleys with self-oilers and sand-proof bearings, is being designed, having less capacity. There are three pulleys on each stand instead of five, but arranged similarly. The plant at Port Washington, L. I., has about 1,000 pulleys. It requires from ten to twelve horsepower when not



THE TITUS NEW SYSTEM BELT CONVEYOR.

loaded. This system may be used for conveying grain, coal, rock, sand, etc.

The manufacturers, the Oyster Bay Machine Works, make special driving pulleys with wrought iron skeleton frame and improved wood lagging, which show no bolt holes on the face and can stand out of doors the entire year. An improved mechanism with automatic compensating apparatus has been devised for driving the conveyor belt. This apparatus may be placed at whichever end of the conveyor is the more convenient.

On May 28 the Santa Fe Railway at Kansas City announced that it, in common with other Kansas lines, had made reduced rates for harvest hands. The rates made were half fare for two persons on one ticket, one-third fare for three or more on one ticket. For single persons there was no reduction.

TEXAS DEALERS' ANNUAL MEETING.

The third annual meeting of the Texas Grain Dealers' Association was held at Dallas on May 21 and 22, in the rooms of the Dallas Commercial Club. The opening session was held at 10:30 o'clock, President J. P. Harrison of Sherman presiding.

The session was devoted wholly to addresses of welcome to Dallas and replies thereto. On behalf of the Commercial Club the welcome was extended by President Chas. Steinman of the Club, who tendered the Association the use of the Club's rooms. Rev. M. M. Davis, pastor of the First Christian Church of Dallas, offered prayer, and was followed by an address of welcome on behalf of the city of Dallas by Mayor Benj. E. Cabell. The response to both welcomes on behalf of the Association was made by C. P. Witherspoon of Denton, first vice-president.

It being then near the noon hour, and further members being expected to arrive by later trains, on suggestion of President Harrison an adjournment was taken until 2 o'clock p. m.

During the recess the executive committee held a session and accepted the applications of seven new members.

FIRST DAY—AFTERNOON SESSION.

On reassembling at 2 o'clock it was found there were about 125 members present. The first business on the program was the president's annual address.

President Harrison began by referring to the fact that this was his third annual report; and he was pleased to report the continued prosperity and usefulness of the Association which at its birth had but sixteen members. He referred also to the difficulties the trade had had with the state wheat crop of last year, which was so poorly cured by the farmers that the neglect of the latter had inflicted great losses upon themselves and also upon the dealers who handled the crop, because of the low grading of the crop—the season's disasters having, as its capsheaf, the Galveston storm. Continuing on lines of more universal interest to the grain trade, he said among other things:

Arbitration.—At the outset I desire to say that it has been my good fortune to be present on several occasions during the deliberations of the arbitration committee, and my admiration for its business-like methods is very great. A regular docket of all cases is kept, and from the time the committee assembles until its labors are completed everything is strictly business. Individually and collectively, the abilities and character of these men are above reproach, and I want to say for the benefit of those dealers who, either as complainants or defendants, may have been disposed to question the fairness of any decision by these gentlemen during the past year, that in my estimation there was something wrong with their evidence, else they would have had no cause for complaint. I would recommend that this Association pass, with the resolution that it be engrossed on the minutes of this meeting, a special vote of thanks to Messrs. Gibbs, Majors and Cleveland, the arbitration committee of the past year, for their most able services.

This matter of arbitration, as you will doubtless recall, has been a favorite theme of my former addresses. I feel that too much cannot be said in its praise. Only the rich can afford the luxury of going to law, and it would doubtless be a handsome sum if we could know how much had been saved our grain dealers in the cost of litigation since organizing, to say nothing of the clearer justice.

Relations to the Railways.—It gives me great pleasure to state that, so far as I am in a position to judge, the relations between this Association and the railroads of Texas could not be more cordial, though at one time thought by some to have been strained. As an official of this Association, and in the private capacity of a business man, I have lost no occasion to assure railroad people the simple truth—that in my judgment their interests as carriers, and ours as shippers of grain, were too nearly identical to admit of friction between us.

Our relations with the Railroad Commission are likewise very satisfactory. We have never requested a hearing before that body that the situation did not seem to warrant. The Commission appears to have appreciated that fact, and has yet to refuse our request for a hearing.

Competition.—Our members are evidently believers in the truism of "Competition is the life of trade." The question is, to find the dividing line between competition and foolhardiness. I doubt if this Association could solve the problem if it tried. But I would suggest that each dealer school himself to a calm which will admit of asking himself the question, before he decides to advance the local market: "What assurance have I that, if I boost this market, it will not get away from me? Or, if I am able to stay with it, what assurance have I that I will not regret my staying powers before I am through?"

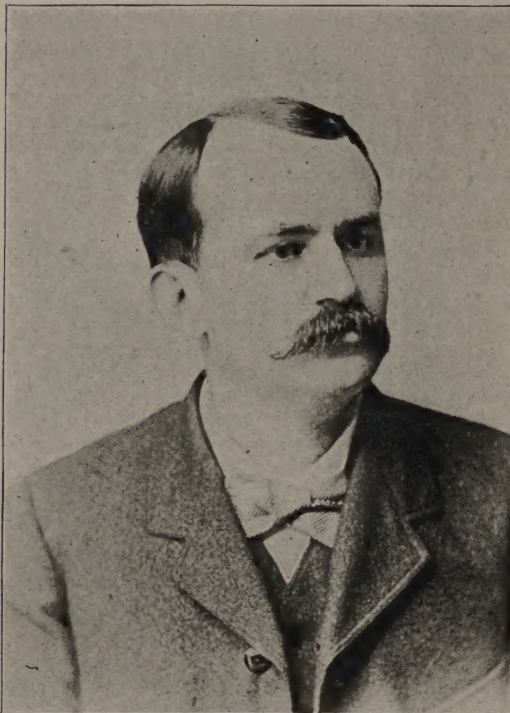
There have been a number of local price wars dur-

ing the past season. Each dealer who so indulged himself is best in position to know whether the scrap paid him or not. If it did, does he think his returns commensurate with the risk he ran?

Crop Outlook.—Just now we are confronted with a most discouraging outlook for business during the next season. What effect these gloomy prospects for the season's grain crop are to have on Texas dealers and our membership yet remains to be seen. To the dealers, I would say that the darkest hour is always before the dawn, and we may yet discover rifts in our clouds. To the member who does not see how the Association is to benefit him in a year when we have produced no grain, I would say that if he has ever had need for the Association he will need it no less during the coming year. We shall have to go to the Northwest for grain, and to many of you this will be a new experience. You will be dealing with strangers. If he is a member of an Association, you, as a member of the Texas body, will receive more consideration than will the man who is not disposed to do his share in bettering the trade in his state. If your friend outside the state is not a member of an association, then will you need your Association all the more.

District Meetings.—District meetings should certainly be encouraged. A meeting and an exchange of ideas between any two dealers is time well spent, even though it serve no purpose other than to make the two men better acquainted with each other and with the business outlook as each sees it. We have had several such meetings at Sherman, and in each case I know that the participants were benefited in more ways than one.

Crop Statistics.—You will recall this feature of my



J. P. HARRISON, PRESIDENT.

last annual address and my recommendations in that line. I do not like to indulge in reproaches, and yet I cannot refrain from expressing the belief that if our membership had taken proper interest, and in addition to signing the petition circulated at our last annual meeting, had personally urged their representatives and farmer friends to support the measure, we would to-day have state crop statistics. Until the dealers of this state shall have devised plans for ascertaining with some degree of accuracy the acreage and yields of different crops, we shall continue in darkness unworthy of men who lay claim to intelligence. I hope the rebuff of the last Legislature will have the effect of strengthening your determination to secure the passage of measures permitting official state crop statistics.

A Word of Privilege.—On the eve of retiring as a private to the rear ranks, as I shall do, it is, perhaps fitting that I speak some words of farewell. For three years now you have honored me with the presidency of your organization. I have appreciated the honor, and as evidence that I have appreciated it, I have stood ready at any time to put private affairs and inclination aside when the "Good of the Service" seemed to require it.

My stenographer and my entire office force when needed were utilized in behalf of the Association, even though we had to return to my office at night to accomplish the task imposed. I have striven faithfully to further the interest of the Association, and where I shall have failed it has been through error of judgment solely. I hope to see the Association continue to prosper until it shall reach the point where for it to ask for anything will be to receive. We will make no unjust demand if we know it, and if we should we will withdraw it when convinced of its injustice.

The annual report of H. B. Dorsey of Weatherford, secretary, was then submitted. It had previously had the indorsement of the executive committee, and was as follows:

It is useless to take up your time with a review of the work done by the Association for the past year,

as I have kept you reasonably well advised of what was going on by circular, and as Mr. Gibbs, chairman of the arbitration committee, will state in his paper the number of cases and amounts involved, and, in fact, a synopsis of the workings of the committee, about all that is necessary for me to do is to furnish you a statement of the finances and of membership.

Membership.—We had at the close of our last fiscal year, May 15, 1900, 142 members; new members admitted during the year, 33; total number, 175; less resigned, 13; membership ceasing by death, 1; suspended for non-payment, 7; and 1 expelled for refusing to abide the result of arbitration, 6; total 27. Net membership, 148.

Financial Statement.—On hand May 16, 1900, \$226.36. Received from membership fees, 33 members, \$330.30; from dues, \$1,630.46; sale of office furniture, \$80.35; deposit fees and cases filed for arbitration, \$155.10; from members' expenses to Galveston, \$25.25; total \$2,447.82.

Disbursements.—Paid for postage, \$107.97; stationery, \$37.97; expenses for arbitration committee, \$118.65; secretary's salary, \$1,200; expenses of officers, committeemen, traveling expenses, exchange, telephone, telegrams, typewriter and mimeograph supplies and other incidental expenses, \$500.15; total \$1,964.94; balance on hand, \$482.88.

G. J. Gibbs of Clifton, a member of the committee on arbitration, read a statement of the work of that committee for the year. It was justly considered one of the most important features of the proceedings and was given close attention. The salient features of the report were as follows:

The purpose of the arbitration feature of the Texas Grain Dealers' Association is to induce a friendly settlement of all disputes and differences between its members, where such differences may arise out of any grain transaction. These settlements are effected by the arbitration committee through well defined rules, which rules are accepted by all legitimate grain dealers. The work of the committee has always been conducted with the sole desire of requiring all contestants to observe the plain rule of contracts. In submitting disputes to the decision of the arbitration committee, expensive and vexatious litigation between members has been avoided, and in nearly all instances perfect good feeling has been preserved between the parties at dispute.

The arbitration committee is composed of three members of the Texas Grain Dealers' Association and is selected annually by the executive committee. To render the scope of the arbitration feature greater and more effective it is provided that arbitration may be employed between members and those not members of the Association where the latter may consent thereto, but the non-member is required to file an agreement to abide by the result of such arbitration. Where parties, either members or non-members, have refused to submit differences to the arbitration committee, the committee after such refusal has adjudged them guilty of refusing to submit to arbitration, and the names of persons refusing are promptly furnished to the membership of the Association. This information is of great value and protection to our members and when it is known that any dealer, whether a member or a non-member, manifests a spirit of unwillingness to submit differences to arbitration the members immediately cease business transactions with the person so refusing. This has resulted in a wholesome discipline and has already purged the grain business of Texas of some very undesirable and irresponsible dealers.

Perhaps it may surprise many of our members to learn that seventy-seven cases have been docketed on the books of the arbitration committee for the grain year just ended and these seventy-seven cases involved sums in dispute aggregating nearly \$6,000. Of this number nine cases have been compromised and withdrawn after they were docketed, but the committee feels that it is entitled to full credit for effecting such compromises and settlements. Only twenty cases have been filed where the contention was between members on one side and non-members on the other and in a number of cases the contention of the non-member has been fully sustained.

In this connection Mr. Gibbs stated orally that of the twenty cases referred to eighteen had been decided in favor of the non-members and only two in favor of members. Continuing, the speaker said:

It is by no means intended to sustain a member unless the facts are clearly in his behalf, and for this reason a non-member may submit his differences with every assurance that his claims will have an impartial hearing.

I beg that all members will investigate fully the arbitration feature of the Association, and especially should all the officers be familiar with the workings of the committee at all times. When complaints are made of its decisions, investigate and if you find such decisions fair and just, then sustain the committee.

The subject being open for discussion, Secretary E. J. Smiley of the Kansas Grain Dealers' Association, who was one of the guests of the meeting, spoke of the desirability of extending the principle of arbitration to interstate transactions in grain. He referred with some feeling, perhaps, to a number of cases in which Kansas dealers and those of other Western states had suffered through the fraudulent methods of certain Texas dealers; and he was frank enough to say that those losses and the methods pursued by the Texas receivers had led Kansas and other Western dealers to observe great caution in doing business in the state. J. Z. Keel of Gainesville, Eugene Early of Waco and others, on the other hand, had "set-offs" in the

nature of deals with Western firms in which they had come out but second best; indicating, what might have been expected, that Texas had no monopoly of dealers addicted to sharp practice. It then developed, "on the show-down," that the Texas sharpers Mr. Smiley complained of had been expelled from the Texas Association and had left the state.

The entente cordiale being restored, Mr. Smiley suggested that the Texas dealers interested in interstate business supply themselves with lists of the Kansas dealers and that any unbusiness-like conduct on the part of members of the Kansas Association be immediately reported to him. Mr. Gibbs then declared that Texas would meet Kansas half way in putting an end to dishonorable dealing; whereupon it was moved and carried that Mr. Gibbs' paper on arbitration be printed and several copies furnished to any member asking for them to aid in adjusting controversies with non-members. Messrs. Smiley and George A. Wells, secretary of the Iowa Association, who also was present, asked that copies be furnished to members of their organizations, which was agreed to. Mr. Smiley said that the regulations of the Texas Association on this subject of arbitration had been copied word for word by his association as being the most equitable rules yet formulated to cover this ground.

The subject of arbitration was further referred to by Messrs. J. Z. Keel of Gainesville and H. H. Crouch of McKinney in their papers on the "Benefits of Organization," read at this session. Both were strictly local in their application and congratulatory on the success of the Texas Association, but on arbitration Mr. Crouch said:

We cannot say too much in praise of our committee on arbitration. Their savings to the members of this Association have been great. This committee has made a reputation of its own. The members do not seem to know anyone when they take hold of claims, but take up claims from parties in the southeast or northeast against members of this Association and try the cases of grievance just like three supreme judges and make their decisions just as the evidence indicates, regardless of where the party lives. Any grain shipper who desires to do right and deal squarely could not object to leaving to this committee his claim for adjustment against the other party who fails to see a transaction as he does. It should be the desire of honest dealers to help rid the business of irresponsibles. We are pleased to see a large number of grain dealers here who are not members of our Association, and hope they have been drawn to us by the good they have derived from the workings of this organization, and that they may decide while here to come with us, and to co-operate and to lend us their help. We need and will appreciate their encouragements as well as their dues.

Among other benefits of the organization it was shown that through its committees the Association during the past year had secured freight rates low enough to give Texas dealers an equal showing with other sections. This has benefited the producer, shipper and receiver alike, so that the producer to-day has nothing but praise for the Association because of the benefit he has received from its work. Every receiver of grain speaks well of its protection for him and his end of the line. Mr. Crouch added: "You will remember that three years ago we had to pay a premium of \$3 per \$100 for insurance on grain stored in warehouses; but through the continued efforts of a committee of this organization, to-day we have the low rate of \$1.25 per \$100. This is a saving worth our counting, and it goes direct into the grain dealers' pockets."

The matter of compulsory arbitration was briefly discussed, but was not considered as practicable.

SECOND DAY'S SESSION.

The proceedings of the meeting were concluded on May 22, at a single morning session, the absence of certain gentlemen assigned places on the second day's program making this shortening of the meeting possible.

The first business was the appointment of Messrs. W. W. Williams, T. H. Andrey and W. E. Werkheim as a committee on resolutions.

A paper was read by Oswald Wilson of the division of statistics of the United States Department of Agriculture on the topic, "How Can the Farming Interests of the State Be Benefited by the Gathering of Crop Statistics?" The subject is one of peculiar interest in Texas, owing to the un-

successful efforts of this Association and certain farmers' organizations to induce the Legislature to provide the means for collecting these statistics in Texas; and on motion of L. G. Belew, Mr. Wilson's paper was ordered printed for distribution among the farmers of the state. Mr. Belew moved further that a committee of three be appointed to bring the subject to the attention of farmers and to secure, if possible, a recommendation in the governor's annual message that a department of statistics be established by the state.

This motion was agreed to; and the chair appointed Messrs. J. Z. Keel of Gainesville, H. B. Dorsey of Weatherford and L. G. Harrison of Pilot Point. The Association by vote added to the committee President Harrison also.

After a paper entitled "Wherein Are the Interests of the Railroads and Grain Shippers Identical?" by W. O. Brackett of Sherman, had been read, the Association proceeded to the annual election of officers. The following were elected by acclamation:

J. P. Harrison of Sherman, president.

C. F. Witherspoon of Denton, first vice-president.

T. M. Sleeper of Waxahachie, second vice-president.

H. B. Dorsey of Weatherford, secretary-treasurer.

L. G. Belew of Pilot Point, G. J. Gibbs of Clifton and C. F. Gribble of Sherman, executive committee.

C. T. Prouty, secretary of the Oklahoma Grain Dealers' Association, in an address on the equities of the interstate trade, suggested that Texas ought to have a state grain inspection system, the chief inspector to be himself independent and his office to be run independently of politics and the politicians.

The following resolutions were then presented by the committee and adopted:

Resolved, (1.) That the Association extends a unanimous vote of thanks to the individual committee for the past year, composed of Messrs. G. J. Gibbs, J. L. Cleveland and M. W. Majors, for their able and conscientious efforts, which earned the admiration and sincere thanks of this Association; and further, that this vote of thanks be ordered engrossed on the minutes of this meeting.

(2.) That the secretary be instructed to diligently continue his efforts looking to the establishment of a state statistics bureau as recommended at the last annual meeting of this Association.

(3.) That a vote of thanks be extended to the officers of the Association for their capable services the past year.

(4.) Fully appreciating the generous hospitality of the good people of Dallas accorded this body through the Dallas Commercial Club and the Elks, represented by Messrs. H. A. Craycroft, J. E. Farnsworth and H. A. Overbeck and associates, we extend our hearty thanks.

(5.) That the Texas railroads and Southeastern lines and the hotels of Dallas have our thanks for the many courtesies extended; also to the Galveston-Dallas News, the Dallas Times Herald and other newspapers and trade journals for their complete accounts and reports of our various meetings.

(6.) Realizing the fraternal spirit which has prompted the visits to this meeting of Messrs. Smiley of the Kansas Association, Wells of the Iowa Association, Prouty of the Oklahoma and Indian Territory Association, and Clark of the National Grain Dealers' Association, we extend these gentlemen the right hand of fellowship and the hearty welcome that goes with it, and we hope and believe their visit has proven mutually profitable and cordially invite them whenever the Association is in session.

The committee also recommended that the next annual meeting be held at Dallas. The Association, however, substituted the word Waco in the resolution, so that the next annual meeting will be held in that city.

The meeting then adjourned sine die.

MEETING OF THE EXECUTIVE COMMITTEE.

A brief meeting of the executive committee was held on May 22, after final adjournment. The announcement was subsequently made that R. W. Flournoy of Dallas had been re-elected as the Association's counsel for the year, and that J. Z. Keel of Gainesville, W. B. Harrison of McKinney and W. O. Brackett of Sherman had been appointed arbitration committee.

SMOKER AND LUNCHEON.

A smoker and luncheon in honor of the visitors was given at the rooms of the Elks, on the evening of May 21. The event was arranged by Messrs. H. A. Overbeck and H. A. Craycroft of the Commercial Club's entertainment committee, and the guests included members of the Elks, the Commer-

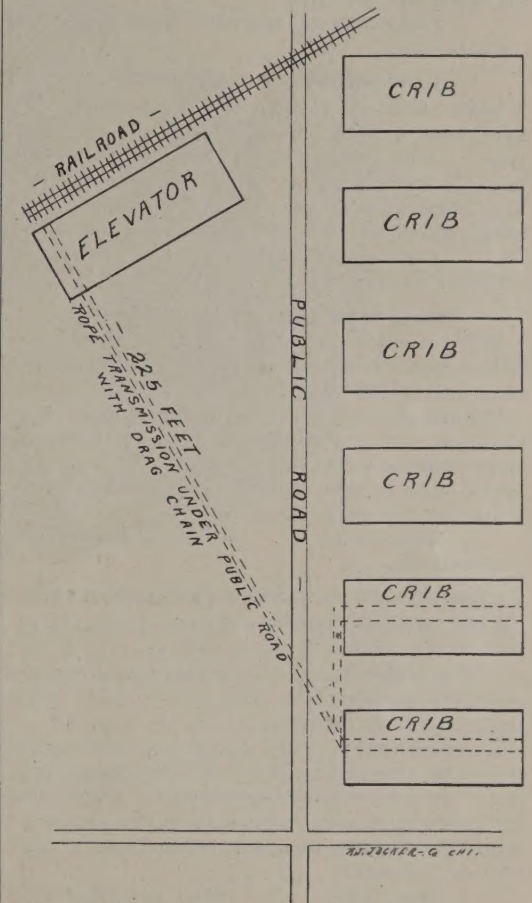
cial Club, and practically all of the grain men. The latter united in declaring it one of the most successful affairs ever given complimentary to their Association.

The following program was rendered: Piano solo, George P. Marshall; "Everything is Coming My Way," H. A. Davis; "Down on the Wabash," Tom Reese; "Cindy, My Black Belle," F. D. Connor; impersonation, Tom Reese; "If I Only Had a Dollar of My Own," H. A. Davis.

AN INGENIOUS CONVEYOR.

By a very ingenious application of the principles of rope transmission, Caldwell, Barr & Co. of Earl Park, Ind., have added largely to their elevator capacity without increasing the size of the building. The accompanying sketch shows the location of their grain elevator on the railroad and cribs along the public road.

The capacity of the elevator in oats is 80,000 bushels, and that of the two cribs reached by the



drag chain is 220,000 bushels, giving a combined capacity of 300,000 bushels. The drag chain is 225 feet in length and will convey grain from the elevator bins to the cribs or vice versa. The two cribs are each 35x200 feet and are also connected by chain conveyor. The conveyor, extends the length of the cribs, both at top and bottom, so that grain can be loaded in from above or conveyed out from below.

The plan of the houses as now arranged gives a maximum of capacity in proportion to space used, and contributes very largely also to economical handling.

ST. JOSEPH AS A GRAIN MARKET.

St. Joseph, Mo., by a readjustment of freight rates, is again on the map, so far as traffic in grain is concerned. Receipts of wheat have been increasing rapidly of late from the Southwest, and considerable corn has been going back in that direction.

The weighing charge is only 25 cents per car. Weights are certified to by the Western Weighing Association, which guarantees their correctness; and Missouri and Kansas state inspections, both of which are standard and legal, are used by the dealers.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

ROOM FOR IMPROVEMENT.

Editor American Elevator and Grain Trade:—Very little of our stuff is weighed at Atlantic ports, but the weights at all Western points are more or less unsatisfactory. Some reforms have been instituted but there is plenty of room for more.

Yours truly, J. G. MAXWELL & CO.
McPherson, Kan.

AN OUTRAGE TO GRAIN DEALERS.

Editor American Elevator and Grain Trade:—We think the landlord's lien law an outrage to grain dealers. It should by all means be repealed and we will do all we can against the man who runs for office and will not pledge himself to work for the repeal of this law.

Yours truly, SMITH, LEWIS & CO.
Keota, Iowa.

LAW SHOULD BE AMENDED.

Editor American Elevator and Grain Trade:—We have been troubled considerably with landlords' liens. After buying and paying for grain, not knowing there were any claims on same, parties have come in with liens on same. We therefore see no reason why this law should not be amended.

Yours respectfully, W. J. FIALA.
Lisbon, Iowa.

PLANNING FOR AN ELEVATOR.

Editor American Elevator and Grain Trade:—We inclose check for subscription to the "American Elevator and Grain Trade" for one year.

We are planning for an elevator at this place this year, and your paper will be a great help to us in selecting machinery for same.

The name of this firm has changed from J. C. Wilson to Wilson & Boyd.

Respectfully, WILSON & BOYD.
Russellville, Ind.

A PROTECTION AGAINST LANDLORD'S LIEN.

Editor American Elevator and Grain Trade:—In regard to the landlord lien law, will say that I consider it a necessary evil, and perhaps as legitimate as any means that the grain dealers may adopt to protect their interests.

To overcome this evil I propose to make grain checks payable to landlord, unless the farmer presents a permit from the landlord to sell such grain. My competitors will be welcome to the patronage of all the farmers who may take offense at this kind of treatment.

Yours truly, JOHN LOFFERTY.
Neola, Iowa.

LIENS SHOULD BE RECORDED.

Editor American Elevator and Grain Trade:—The landlord lien law virtually makes the grain dealer a collector for the landlord. Unless great care in purchasing grain from the farmer is taken, it is impossible to avoid an occasional mixup with some landlord, and usually a consequent loss to the dealer. A dealer has no means of knowing whether there is an existing lien on grain he is asked to buy. Would it not be just to ask that such liens be recorded in the county records, as is done with liens on other property?

Yours truly, STOCKDALE & DIETZ.
Walcott, Iowa.

WOULD AMEND THE LAW.

Editor American Elevator and Grain Trade:—In my opinion the landlord lien law in this state is very unjust, all one-sided, so to speak. It places the grain dealer in a precarious position, as he has at all times to be on his guard before paying money to a renter for grain purchased of him.

The dealer has no way of knowing whether or not the renter has paid his rent unless he can find the address of the landlord and make inquiry from him. I have made inquiry before this and received no answer, so that it was jumping at conclusions to reach a decision. The law should be amended,

compelling the landlord to record his lien the same as a chattel mortgage. The dealer could then obtain the information the law requires him to before paying the renter for grain.

Yours truly, C. H. COOPER.
Hancock, Iowa.

AN INJUSTICE TO GRAIN DEALERS.

Editor American Elevator and Grain Trade:—The landlord lien law of this state works a great injustice to grain dealers and other innocent purchasers of grain. We consider that there should be as much required of the landlord in the way of recording his lien as is required for mortgages, and it is unfair that his lien gives him special protection more than a mortgage.

Yours truly, H. KURTZ & SON.
Sac City, Iowa.

TENANTS SHOULD BE CRIMINALLY LIABLE.

Editor American Elevator and Grain Trade:—In regard to the Iowa landlord's lien law, I find myself on both sides of the fence, as it were, having several farms to rent and being a grain buyer as well.

There is no doubt but that the present law is a hardship on the grain trade in general. I would be in favor of an amendment compelling the landlord to record his lease, and making the tenant criminally liable the same as in disposing of property covered by chattel mortgage. In that way the dishonest tenant would be very careful about paying his rent promptly when he disposed of his crop.

Yours truly, C. C. BUCK.
Garwin, Iowa.

SHORT WEIGHTS AT LOUISVILLE, KY.

Editor American Elevator and Grain Trade:—As to how terminal weights hold out with our weights, would state I find that the export elevator weights in Baltimore, New York and Philadelphia run very close to our weights taken from the Big Four Transfer Elevator at Kankakee, Ill. I find the export elevator weights at New Orleans highly satisfactory and almost uniformly correct. I find weights on oats in New Orleans weighed in an irregular way, very short and unsatisfactory, and my experience in this particular is confirmed by one of our largest nearby shippers.

I find Chicago elevator weights as a rule run about 50 to 100 pounds per car short of our transfer elevator weights, which is not bad. The billed through weights in Chicago, as a general thing, run very close to invoiced weights. Great improvement has been made in this particular in the billed through weights in Chicago, the last few years.

One of the greatest complaints I have encountered is on weights at Louisville, Ky. They don't make any pretense to taking less than from 300 to 700 pounds on a car. It's the "rockiest" place in the country to ship to and accept terminal weights, and if they don't improve their methods they will soon get to stealing.

Yours truly, R. G. RISSER.
Kankakee, Ill.

WORK OF THE ILLINOIS CORN GROWERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—The Illinois Corn Growers' Association has laid out an extensive line of work for the year 1901. One of the most important features will be the classification of exhibits under recognized named varieties, and such exhibits will be judged by a standard arranged especially for that particular variety. The varieties for which score cards have been prepared are: White—Boone County White, Silver Mine, White Superior; yellow—Leaming, Reid's Yellow Dent, Golden Eagle and Riley's Favorite. All general exhibits will be judged by the revised score card adopted at the last meeting of the Association at Urbana, Ill.

A large number of fair and carnival associations, in some of the larger cities of Illinois, are preparing to hold extensive exhibits of corn this season. The Corn Growers' Association has never been so well prepared to install, classify and judge such exhibits as it is the present year. Information as to the details of such arrangements can be secured

by writing the president, E. E. Chester, Champaign, Ill., or the secretary, John R. Clisby, Arcola, Ill.

The College of Agriculture is preparing for the third annual two weeks' convention of corn growers and stockmen, to be held at the University of Illinois in January, 1902, at which time special instruction in corn judging will be given. At the close of the convention the Illinois Corn Growers' Association will conduct an examination for expert judges of corn, and will issue certificates to those who pass the examination. Last year over two hundred farmers attended this convention, and one hundred and fifty-five took the examination for certificates.

Fuller information in regard to this convention may be obtained by addressing the dean of the College of Agriculture, Urbana, Ill.

Yours very truly,

E. E. CHESTER, President.

Champaign, Ill.

SOME NEEDED PROTECTION.

Editor American Elevator and Grain Trade:—Grain dealers in Garner have had to pay the landlord, at the end of a lawsuit, for grain that had been paid for once. The landlord knew the tenant was disposing of the grain but gave no notice of its being cash rent until after the tenant had his money and was gone.

We don't think there need be any time spent trying to convince people that the landlord lien law of Iowa is one of the most unjust laws on the statute books of the state. There is no reason why a lease should not be a matter of record, just as much as a chattel mortgage. This is all we ask.

The landlord may say that he does not always want to go to the trouble of making a lease. Well, he would not want to rent his land that way unless he knew his renter to be an honest man and one he could trust. Then the landlord would only be taking the chance of his tenant staying honest until after his rent was paid instead of the grain dealer taking the risk for him.

It is much easier for fifty landlords to be acquainted with fifty renters than it is for one grain dealer to be acquainted with fifty renters. Again, if a renter starts out to beat a grain dealer, he usually hauls his grain away from his home town to where he is not acquainted.

We think it is not asking too much of our Legislature to repeal the landlord lien law, or to amend it to require the landlord to have his lease recorded, and indexed for public inspection and protection. Also to make the tenant criminally liable for selling grain grown on rented land without settling with the landlord.

We would also include in this criminal liability the person that contracts grain, draws money on same and afterward sells the same grain to other parties without settling with the man who paid money on the contract.

Yours truly, EMORY REED.
Garner, Iowa.

LIEN LAW SHOULD AT LEAST BE AMENDED.

Editor American Elevator and Grain Trade:—The only way in which the landlord lien law works an injury to the grain dealers of Iowa is from unscrupulous tenants hauling the grain to market and obtaining the money for it. Then Mr. Landlord comes around and makes the dealer pay again for the grain, providing he can do so.

Of course, there are two sides to the case. I know of a tenant who was hard up, but ordinarily honest. His wife was sick and he could not obtain household necessities nor the aid of a doctor unless he had money. Corn was wet and bringing 5 cents per bushel. Mr. Landlord, worth in the neighborhood of a quarter of a million, sat in the grain dealer's office and ordered that no money be paid to the tenant. Of course, it was kind of the landlord to notify the dealer, but he knew this man was suffering. For about four days I know of this dealer paying the tenant for this corn, which was booked for some fictitious farmer, while Mr. Landlord sat in the office and was none the wiser.

No one can blame a farmer in such a fix for doing something of this kind, but had Mr. Landlord

caught on, it would have been all up with the farmer and possibly have made a hot time for the dealer.

But I have known that same landlord to sell 5,000 bushels of corn in good faith, and the dealer, having 2 cents profit, sold it track. A few days later that same landlord's teams hauled that corn to another dealer at the raise and refused to deliver the goods on the former contract or make good the loss to the dealer, who had to buy it in at a loss of \$200.

I say the landlord's lien law is unfair and unjust so long as it operates as at present. I think there is but little show of getting it repealed as long as the upper house of the state Legislature is composed of landlords, but if the dealers can get the law amended to require the filing with the county recorder of such liens, it will be as much as they can reasonably expect. It is no more than fair to all concerned, as it puts the landlord's liens on the same footing as chattel mortgages.

Sincerely yours, J. V. F. BABCOCK.
Ida Grove, Iowa.

WILL MAKE NO SPECIFIC COMPLAINT.

Editor American Elevator and Grain Trade:—I inclose herewith copy of letter from the Scioto Grain Co. in reply to your letter to them requesting them to correspond with this exchange relative to their communication reflecting on the grain trade of this city, as published in the May number of the "American Elevator and Grain Trade."

I am instructed by the Board of Directors of this Exchange to request that you publish the same in the next issue of your paper, in justice to the grain trade of Richmond, Va.

Yours truly, B. A. JACOB, Secy.

Chillicothe, Ohio, June 3, 1901.

Mr. W. F. Richardson, Acting Secretary, Richmond, Va.

Dear Sir:—Mitchell Bros. Co. write and ask us to correspond with you and make a specific charge for investigation, which we decline to do.

In the first place, the men with whom we were dealing we consider honorable and honest gentlemen, but that our weights with them have been very bad, especially when they held out nicely everywhere else, and we just thought we would stay out of the Richmond market for a short while and perhaps things would be better, as we very much hate to complain.

We have a few dealers from whom we purchase grain who decline to sell us grain to go to Richmond unless we settle with them at their weights, refusing to accept the Richmond weights.

We were getting certificates as follows: "Weighmaster's Official Certificate, Richmond Grain and Cotton Exchange." While we do not know whether or not this Exchange looks after the weighing of grain, we are under the impression that the certificates we had been receiving as official were signed by the weighmaster at the various places. That, however, is no objection if weighed correctly and on scales in the proper condition.

The grain we shipped came from various elevators where the grain was weighed on hopper scales, and that from our own elevator on track scales, but the shortage appeared to be just about the same.

We expect to soon be selling in your market again, and should we have any further complaint to make, we will make it direct to your Exchange.

Yours truly, SCIOTO GRAIN CO.,
By J. H. Greenbaum.

IOWA LEIN LAW IS UNJUST TO DEALERS.

Editor American Elevator and Grain Trade:—The landlord's lien law of the state of Iowa is the most inequitable and unjust law, I believe, that can be found in the code of Iowa. It was enacted many years ago, when the circumstances of the farmers and the country were far different from now, and when most of the lands, or at least a very large portion in this section of the country, were owned by landlords and occupied by poor tenants. The tenants, in very many cases, were

dependent upon what they raised to pay for the groceries and provisions that had kept them during the time that the crops were maturing, and their crop being poor, the landlord many times was unable to secure his rent. This seemed to the landlord very hard, and in many cases it was, but no harder for him than for the tenant who had contributed the work of an entire year of himself and his family, and received nothing for it.

It was to protect the landlord that this unjust measure was passed, and it would seem to me that the Legislature had no other thought in view than that the landlord should be paid without reference to the rights or equities of others.

During the many years that I have been engaged in the grain business, I have discovered that

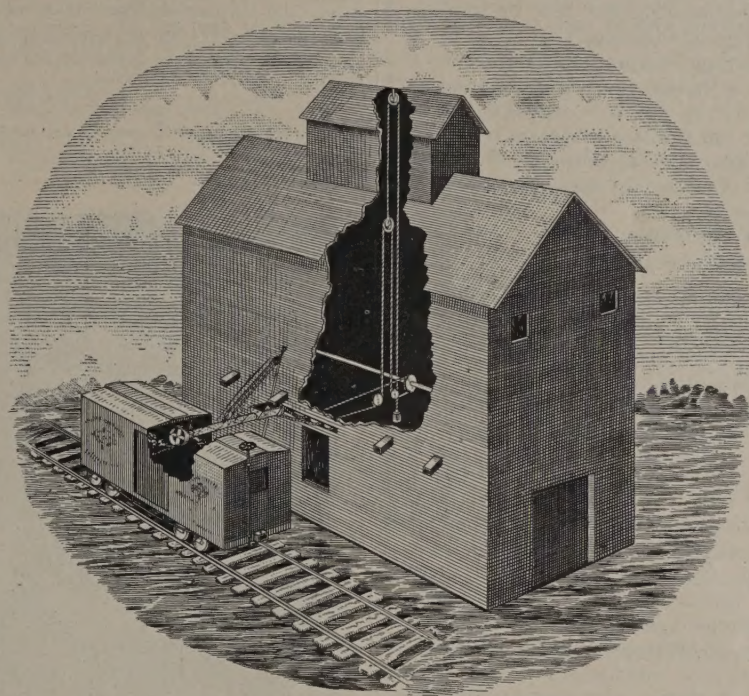
himself from being required to pay a second time for grain purchased in the open market.

Truly yours, P. A. CUMMINGS,
Traveling Agent Hunting Elevator Co.
Rock Valley, Iowa.

THE KURTZ SCREW CONVEYOR CAR LOADER.

H. Kurtz & Son of Sac City, Iowa, who by their incline elevator and dump and other appliances have tried to save labor, simplify construction and effect economies generally in country grain plants, have just been allowed a patent on still another device.

The accompanying cut shows the Kurtz Screw

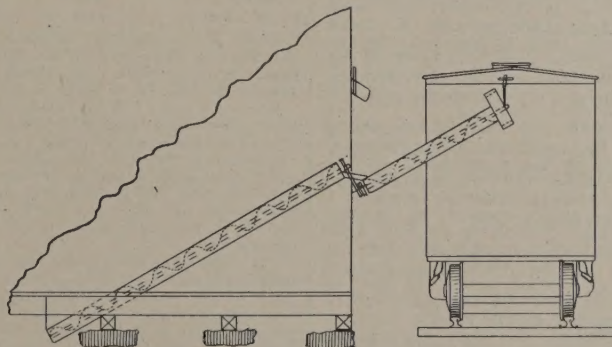


THE KURTZ SCREW CONVEYOR CAR LOADER AND DRIVING CONNECTIONS.

the persons that suffer the most from this law are those who are engaged in buying grain, and for whose protection the Legislature has made no provision. I have been called upon at different times to pay a second time for grain that has been purchased in the regular course of business upon the streets from tenants, who failed to pay their rent, and the landlord would insist upon payment from us for the reason that we had purchased the grain raised upon his land. In many instances this

Conveyor Car Loader in working position, and also its driving connections in the elevator. It is secured in the center and close to the roof of the car, which it will load to the roof, if necessary, in the center as well as at both ends. The capacity of the loader is about 2,500 bushels per hour, requiring from two to five horsepower to operate it. Its weight is about 125 pounds.

The rope transmission connections which the makers furnish with this loader are more convenient



STATIONARY ATTACHMENT FOR ELEVATING DIRECT TO LOADER.

would result in a clear loss to us, the tenant having no property but what was exempt under the law.

I believe that this matter should be presented to the people of Iowa, and explained to them, so that they will understand the injustice of it, and I believe that such amendments will be made to it as will eliminate the unjust and inequitable features of it. Also that a landlord who expects to receive his tenant to pay his rent from the proceeds of the crop raised from the rented land, will be required to either record his lease with the county recorder, or file the same with the township clerk, that one purchasing the grain raised upon the leased premises may have some way of protecting

than any shafting or belting connections, and its tension can also be utilized for an extension of belt to further chutes. The construction is durable, and the loader can be conveniently adjusted to any number of shipping bin chutes.

The smaller cut shows Kurtz & Son's stationary attachment to car loader, by which grain can be carried direct from bottom of elevator without requiring re-elevating. This device will economize in the construction of plants and will also furnish modern facilities to any warehouse or temporary storage bin.

Parties wishing further particulars should address the makers, H. Kurtz & Son, Sac City, Iowa.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

The eighth annual meeting of the Illinois Grain Dealers' Association was held at Decatur on Tuesday and Wednesday, June 11 and 12. About 250 members and visitors were present during the sessions, which were held, as usual, in the historic hall of Dunham Post, G. A. R., beginning at 10:30 a. m., June 11.

In the absence of President Tyler, who is still ill and confined to his home, Acting President Thos. Costello occupied the chair.

The first business was the introduction of the following:

To B. S. Tyler, president, etc.: The Illinois grain dealers, in annual convention assembled, send greeting and best wishes. That you may be restored to health is the heartfelt wish of each and every member of this Association. We miss you.

It was adopted by a unanimous rising vote.

The minutes of the previous meeting were read and approved.

On motion a committee of three on resolutions was adopted. The chair appointed J. W. Radford of Chicago, A. C. Gale of Cincinnati, and Arthur Dumont of Decatur.

Adjourned to 1:30 o'clock p. m.

TUESDAY AFTERNOON.

On reassembling, the first business was the treasurer's report by F. M. Pratt of Decatur, as follows:

Balance on hand June 11, 1900.....	\$25.94
Received from B. S. Tyler, secretary.....	172.50
Received from sale of banquet tickets (1900).....	97.00
Received from T. P. Baxter, secretary.....	2,390.90
Received from H. C. Mowry, secretary.....	1,596.50

Total receipts.....	\$4,282.84
Disbursed on vouchers on file.....	4,001.43

Balance on hand June 11, 1901.....	\$281.41
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The report was received and adopted.

E. R. Ulrich Jr., of the executive committee made a report which was of too personal a nature for reproduction here, being a brief rehearsal of private matters of differences settled by the committee.

Secretary H. C. Mowry then read his annual report, which was as follows:

SECRETARY'S REPORT.

Mr. President and Gentlemen of the Illinois Grain Dealers' Association:—We are now together for the eighth time in annual session, as far as this Association is concerned, but many of us have met for about the fifteenth time, as this is the second Illinois Grain Dealers' Association. The other, which was the pioneer, died when this one was born. This was the advance state so far as the organizing of the grain dealers' association was concerned. Some say that the newer and younger organizations are out-stripping us in some things, and I think myself we are a little too far behind the band wagon in some matters; but here let me congratulate you upon the excellent condition of your Association at this time, for the figures and facts I shall give you in this report will show conclusively that the Association is now in better condition in every respect than it ever was before. But we are a long way from perfect, and there are many changes that could be made for the advancement of the Association and its members, and you are here to-day to make those changes.

The Association to-day passed from the hands of the directors back into the hands of the membership, and I believe the action of the membership will be politic and wise; and I hope that this meeting may infuse new life into our already lively Association.

About eight months ago your secretary, Mr. Baxter, found that it was no longer possible to properly manage his own business and at the same time perform the duties of secretary of this Association, and, as he is a man that only does what he can do well, he resigned the office of secretary. On the ninth of last October the directors elected me to fill the vacancy. How well I have performed that duty remains for you and not for me to say; but in order that you may act intelligently you will want to know what has been done the last year. This information I will give you in as brief a manner as possible.

Membership.—The impression has generally been that we have more members than we ever had, but those who watched the receipts must have known that the membership is not so large. The book of members that was given to me contains 710 names; many of these had gone out of business; some had died, while others had dropped out of the Association. I at once made an investigation and found that we had just 345 reliable members. We now have 474, an increase of 129. We represent about 1,000 stations. We now spread over one-third more territory than we did eight months ago. There are about 1,000 dealers in the state that should become members of our Association. There are 74 members of our Association in the large cities. Chicago leads with 36; St. Louis is next with 9. We have 400 members at country stations.

The New Directory.—Owing to a number of unavoidable causes we did not get it out of the bindery until a few days ago, and we had to circulate it

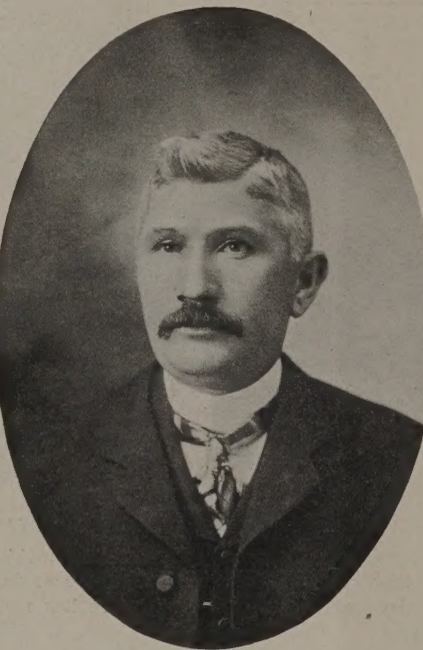
just at the time we wished to prepare for this meeting. However, I think you all have copies. While, of course, there are errors, we are rather proud of the book; and as Mr. Walter was the chief man, give him the glory. We received enough ads. to pay for the book and \$70 more. However, our postage to send it out was \$20, and it took about a month of Mr. Walter's time, all of which was paid out as incidental expenses. So, you readily see, it was not a money-making affair; but we truly hope that the book will be a great benefit to the dealers.

Financial.—At the beginning of the year there was \$25 in the treasury and \$175 of outstanding claims, which placed us \$150 worse than nothing. Now, all outstanding claims are paid, and we have \$281.42. This places us about \$450 better off than at the beginning of the year. We have collected for dues and membership fees \$3,720.69, extra collections on ads. \$70, making a total of \$3,790.69.

Disbursements.—We have paid out for salary and expenses of traveling representatives, \$1,946.40; Baxter's salary as secretary, \$337.50; Mowry's salary as secretary, \$562.50; Secretary's incidentals for the year, \$832.83; total, \$3,679.23. This shows \$131.46 less spent than we took in. The Treasurer's report showed a balance of \$281.42. The reason of this difference is that the Treasurer had left from last year \$25.44 and received from banquet tickets last year \$90.62, making a total of \$116.06.

Our incidentals are a third less than last year, and we had to pay \$175 old claims, and the fight we made on the warehouse bill cost us at least \$100. Taking these out it would reduce our incidentals to about half as much as they were last year.

I will now give you the amount of collections and



PRESIDENT THOS. COSTELLO OF MAROA.

the amount of delinquencies in the different state associations:

	Members.	Collections.	Delinquents.
Illinois.....	475	\$3,790.69	\$287.50
Iowa.....	700	5,300.60	16.09
Nebraska.....	300	4,013.10	50.60
Kansas.....	300	4,047.35	
S. W. Iowa.....	130	1,417.35	

Local Divisions.—We have fifteen local branches in the state. They are in all kinds of conditions; the most of them will, and should be, reorganized, and should be put on a more solid basis.

Railroad and Warehouse Commissioner.—At our last meeting a resolution was passed to the effect that our Association ought to have one of the railroad and warehouse commissioners. We offered four good men, and made a strong effort to get one appointed; but King Richard hardened his heart and said unto us, "Verily, verily, I say unto you, how can I be for ye when ye were not for me? Depart in peace."

The Warehouse Repeal Bill.—In September or October we received orders from the great city on the lake to get ready for a great fight for the repeal of the Illinois warehouse bill. They sent us tons of good literature that we flooded the state with. Letters were also sent to the members of the Legislature from all over the state. We collected all the documents bearing upon the subject that could be had. We appointed the president of our Association and S. S. Tanner to begin the battle. Your Secretary and many others were to make up the reserve. At the time our President was taken sick, and I think Tanner died—at least, I never heard of him. Then Chicago parties sent to Decatur and got all the ammunition we had in shape of documents; and the next we heard was a doleful message from Springfield which read, in the language of Henry Clay, "Licked again." Now, let us all rejoice that we have a Supreme Court that is not for sale; and I truly believe we had best get out of politics into business.

The St. Louis Meeting.—About the 12th of March the presidents and secretaries of five associations met in St. Louis. The object was to see what could be done in order to get more just weights at that point. The result of our meeting will be told you by Mr. Graham of that city in his remarks to-morrow.

The National Association.—We not only have trouble at St. Louis in regard to weights and in-

spection but there are about ten terminal points that give us more or less trouble. Now, these are the hardest things that a state association has to deal with. As several different states are interested at each of these points, like the St. Louis matter, they would have to act together. Now, this is not easy to do, and the officers of the National Association claim that they can attend to all these matters at the several terminal points, providing the state associations will affiliate with them so they can have authority to act; and all the state associations but Illinois and one other have affiliated with them, I would recommend that the Illinois Association try the experiment.

Our Committees.—Our executive committee has done some good disciplining, and I think they have made some bad men good. If they have not, it was not for the lack of effort.

The Arbitration Committee has done an immense amount of good, prevented several law suits and settled some bitter quarrels. I would recommend that arbitration be resorted to more than it is, and that this committee be better paid.

The Traveling Representative.—He has been kept at work in all parts of the state, has formed several local divisions, settled many quarrels and has succeeded in getting in many new members who are a credit to the Association. His place cannot well be filled by an inexperienced person.

The Secretary.—Your Secretary has attended to all the local work of the Association, kept up all of the correspondence, and, in the absence of the Traveling Representative, has gone wherever he seemed to be needed. And here let me say that Illinois has 10,817 miles of railroads, nearly all running through grain territory, and until our organization is much more perfect than it is now, it is impossible for one man to attend to it all. About 100 grain dealers go out of business each year and new men take their places. Now, these new men have to be educated and should be taken into the school, which is the Association. If it were not for these changes there would be far less work for your officers to do. One thing more I wish to say to the members of the Association. I was elected secretary by the board of directors. I am not only secretary of the Association but secretary of the board. It is my place to do their correspondence, to serve all notices that they request me to serve, and when acting for them I am not acting for myself.

And now, let me thank every member of the Association for the kind and courteous treatment that I have received from all during the last eight months.

The report was adopted.

A communication was read from B. S. Tyler expressing regret at his inability to be present at the meeting and his pleasure at the remembrance of him by the Association as expressed in the greeting and accompanying flowers sent him during the morning.

The annual report of Traveling Representative B. F. Walter was then read, as follows:

TRAVELING REPRESENTATIVE'S REPORT.

Mr. President and Gentlemen:—The offices of Traveling Representative and Secretary being cooperative, the record and report of the Secretary takes the place in a great measure of any report I might make to this meeting. However, a few points and, a brief sketch may not be uninteresting. The year's work has been divided between the increasing of the membership, the organization of divisions, the collection of dues, the adjusting of irregularities, the arbitrating of disagreements, and the promotion of the aims and objects of the Association as laid down in the constitution. A full report giving time, place and names of all parties to all settlements of difficulties and irregularities in open meeting, or even among the members, would, to my mind, be hardly the proper thing to do. There are many things which arise of an entirely private nature in the settlement of all irregularities, troubles and disputes, and inasmuch as my office and any work among members is in many cases of a confidential nature, I feel it justice to all with whom I have worked to refrain from a full report on this matter.

Beginning at our last division and reviewing in brief the year's work on divisions, I can say that on May 29th, at Morrison, Ill., I organized the last division, ending the year's work in this line, with the partial exception of Polo, Ill., where I have about completed arrangements to organize a division. All parties have been visited, and it only remains to make the call and form this organization. A division was also organized at Mendota prior to the one at Morrison, and prior to this the dealers on the Rock Island and vicinity met at La Salle and organized the Illinois Valley Grain Dealers' Association, all members of which made application for membership in the state Association, and the officers of which, through a vote in open meeting, petitioned this Association for a charter as a local branch, which was granted. With all divisions during the year we have given such of our time as could possibly be spared from other work.

Following as a natural consequence upon the heels of local organizations comes the increase of membership, as it is understood in the constitution that all members of local divisions must first be members of the state Association. This principle has been followed strictly. In the settlement of local troubles it has been my practice to act as collector of dues wherever any delinquencies are found, and in this way, together with the money paid by those who respond early, we have been able to keep money in our treasury and have also been able to give our entire time for a full year to the use of our members.

I cannot pass this report without referring very kindly to the markets' fraternity who responded so nobly to my solicitation and requests for cooperation with us in promoting the aims and objects of this Association. All on whom I called, with scarcely an exception, joined the Association and expressed themselves in hearty sympathy with our efforts. We can-

not pass this matter by lightly, and I must again thank you, each and all, who joined this Association in the year which has just passed, for your kind co-operation and spirit.

There is very little left undone, and the lack of time alone prevents me from saying that everything is in perfect order. Our Association was never in better condition than at this time. While we have had, through unavoidable causes, some withdrawals, the increase in membership has been so much greater than our few withdrawals that we feel the transcendent impetus, and we cannot help expressing ourselves as satisfied to recommend this Association for your mutual use, pleasure and profit for the coming year; and I sincerely trust that each and every one will unite with us in our efforts to make this Association an unqualified success, based on the principles of equal rights to all.

There has been added to this part of the programme the opportunity for asking questions regarding the condition of the Association. I have just made a random statement to this effect, but I shall be pleased to answer any and all questions in regard to the Association as viewed from any standpoint whatever. Should you desire names, time and place, and feel disposed to relieve me of any responsibility that might arise from a breach of confidence, I shall be only too glad and willing to give you the information.

In closing, I am impelled by an earnest feeling, engendered by my personal contact with dealers and my experience in the trade, to appeal to you in the name of this Association and the principles for which it stands, to make every effort in the coming year to practice and promote the principles of reciprocity as shall be dictated by you at this meeting. You all know full well that it is the only real principle in any business, and you know full well that many hundreds and thousands of other lines and trades are living and practicing just such principles as we are daily endeavoring to exercise among ourselves.

Trusting that my humble but earnest words will inspire you to the complete performance of your duty, I thank you each and all for the courteous treatment which I have received from you during the year past and wish you a prosperous business in the coming harvest.

Hon. A. L. French of Chapin, member of the Illinois Railroad and Warehouse Commission, was then called on. He said the commission realize the greatness of the grain interests and the importance of a fair administration of the railroad department. He assured the dealers that the administration would be a fair one, and he asked for the co-operation and advice of the grain trade, looking to an improvement of the service of the department. The commission, he pledged, would respond to all appeals, and he trusted the relations of the commission and the grain trade would in the future be both profitable and pleasant.

Hon. Jos. E. Bidwill, chief grain inspector of Illinois, was called on. He said it was the intention of his department to make all corrections in the methods of the office necessary to make the inspection as scientific and satisfactory as possible. After explaining briefly the methods in vogue and the system of appeals, he said that he had been promoted through every stage of the practical work of the office from sampler to chief inspector, and that it was his ambition, as the first practical man who ever held the office, to make his administration a practical success, such as has been reached by none of his predecessors.

E. H. Culver, chief inspector at Toledo, gave one of his characteristic talks. Protesting he had nothing to say, he still managed to put in his oar, quietly but forcefully, for Toledo, as he always does. His office has been in operation for eleven years; is manned by experts selected by himself from all the inspection markets of the country, and he thought the force the best in the country. As his market does not permit the manipulations of wheat practiced at Chicago, his position was in some respects easier than that of Mr. Bidwill at Chicago.

Regrets were read from A. H. Bewsher, secretary of Nebraska Association, at his inability to be present.

D. Hunter, president of the Southwestern Iowa Grain Dealers' Union, told of the work of that association, which, after the Illinois, is the oldest grain dealers' association in existence. The territory in five years has been cleared of scalpers and even the fights among members, which followed the scalpers, have disappeared—all is harmonious, after a year of hard work by a man continuously on the road. He then put in a plea for affiliation with the National Association, citing the work done at the St. Louis meeting on the weights question there and dwelling on the benefits while pointing out the very small expense attached, to-wit, \$1 per annum per member.

A new constitution was then presented for adop-

tion. It was taken up section by section and adopted by articles. [This matter was left in such indefinite form that the reporter does not feel justified in printing said constitution until it shall first have had the revision of the official board and be promulgated by them.]

A set of trading rules also were reported by the same committee on revision of the rules, which were ordered printed before being acted upon.

On motion of G. F. Kersten of Chicago the Association proceeded to the annual election of officers, although that order of business was set by the program for twenty-four hours later. The point was made that the attendance would be less on the second day. A recess of fifteen minutes was thereupon taken, after which the following officers were elected by unanimous consent:

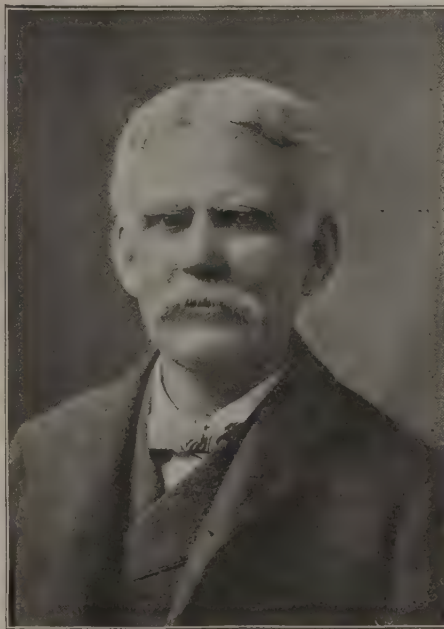
Thos. Costello of Maroa, president.

Edwin Beggs of Ashland, vice-president.

H. C. Mowry of Forsyth, secretary.

F. M. Pratt, secretary.

Under the new constitution only six directors were required to be elected. Eleven names were proposed, out of which the following were selected



EX-PRESIDENT B. S. TYLER OF DECATUR.

by ballot; Wm. E. Kreider, Tonica; Theo. P. Baxter, Taylorville; J. M. Camp, Bement; E. S. Greenleaf, Jacksonville; Geo. A. De Long, Foosland; E. R. Ulrich Jr., Springfield.

The following resolutions were then adopted:

Whereas, The form of gambling on the market quotations of farm products, carried on in what are known as bucket-shops throughout the country, is a serious injury to producers and dealers in grain, and tends to reduce prices, as well as to encourage a low state of morals, therefore be it

Resolved, That this Association respectfully petition the Congress of the United States to so increase the tax on these illegitimate transactions carried on in bucket-shops as to render this pernicious form of gambling unprofitable, and afford the same protection to producers and legitimate dealers as was secured by the prohibitive tax on mixed flour; be it further

Resolved, That the secretary of this Association be instructed to forward a copy of this resolution to each of the houses of Congress and to each senator and congressman of the United States.

Whereas, The grain trade journals have given this Association their hearty support and materially assisted us by educating regular shippers to a true conception of their rights and needs and to an appreciation of the advantages of organization; therefore be it

Resolved, That we endorse the two grain trade journals and urge every regular grain dealer to subscribe for and read both of them.

Adjourned to 9 a. m. Wednesday.

WEDNESDAY—MORNING SESSION.

The first business of the morning session (Secretary Mowry in the chair in the enforced absence of President Costello) was the presentation of a resolution by the Tuscola division asking for a mapping of the state by division associations, etc. It was referred to the committee on resolutions.

Mr. Baxter stated that the Association is interested in the distribution of \$10,000 appropriated by

the last legislature on the petition of the Illinois Corn Growers' Association, the Illinois Corn Breeders' Association and the Illinois Grain Dealers' Association. This petition was drawn up at a joint meeting of the representatives of these associations held in January last, Messrs. Baxter and Tyler representing this Association. On Monday, June 17, a delegate meeting of the three associations will be held at the State University to suggest plans for the expenditure of this money, and he would request that the Association do now appoint its delegate to that meeting.

On motion of I. P. Rumsey, T. P. Baxter was appointed to act as said delegate, and was given power to appoint an alternate in case he cannot himself serve.

Mr. Baxter took occasion to refer with regret to an article which recently appeared in the Orange Judd Farmer, "roasting" the grain trade associations. Mr. Baxter said he knew the editor, who was a good fellow and meant well, but he would have to apologize for him in this instance as exhibiting a mistaken zeal for his clients, the farmers, his strictures being based upon his ignorance of the real objects and purposes of the grain dealers' associations.

Discussion of the question of affiliation with the National Association was opened by Mr. Hunter of Iowa, who pointed out the truly national character of that body when reorganized on the delegate plan proposed, and its complete non-interference with the local associations' work.

Geo. A. Stibbens of Iowa explained further the proposed reorganization plans of the promoters of the National Association, each affiliated association to have delegate representation according to its numbers. He dwelt upon the power such an association could wield in behalf of the general trade and showed how imperfect must be the work of the state associations until rounded out or supplemented by a body having interstate jurisdiction and influence.

Messrs. Baxter, Rumsey and Ulrich expressed similar views, Mr. Ulrich taking occasion to point to the recent irregularities at Lafayette, Ind., as a typical matter, which could be reached only by general co-operation through the machinery of a national body. Mr. Rumsey felt that some undesirable features of the Chicago market could be finally corrected only by a national association.

Mr. Baxter closed the debate with a communication from the secretary of the present National Association, which it is proposed to reorganize, stating in brief the plans for making a delegate national body, the cost of membership in which would not exceed \$1 per member per annum, each affiliated association paying to the national body dues of 50 cents per member in good standing in the local associations on each January 1 and each July 1. Twenty-two grain trade associations are now in existence, the large majority of whom have formally affiliated with the National Association.

On motion of I. P. Rumsey, ordered that the Illinois Grain Dealers' Association join the National Association, and that the delegates to which this Association is entitled as representatives in the said National Association be appointed by the board of directors of this Association.

S. T. K. Prime, introduced as the greatest grain statistician in the world, then read the following paper:

HOW THINGS LOOK.

Mr. President: It was my pleasure and privilege during the month of June, 1887, just fourteen years ago, to read a paper at Springfield before the Illinois Grain Dealers' Association. Hence, I do not feel today, by any means, that I am among strangers, but among my friends. It is true I have not had the pleasure before of meeting many of you face to face, yet I have enjoyed for a number of years a very delightful correspondence with a large number of the members of the Illinois Grain Dealers' Association.

At that date there was a great hue and cry all over the country the moment the words "combination," "consolidation," "pool" or "trust" were spoken of or even breathed. At the same time I am free to say that I cannot see wherein any or all of the combinations combined have worked to the disadvantage of either consumer, producer, or mover of the crops. On the other hand, we are getting better prices, better goods and better service, and, in fact, the great mass of the people are better served by combinations than they are by disorganized or disconnected business methods.

I have always been a great believer in the coming

together of our people on occasions like this. We exchange views, facts and matters in which we are directly or indirectly interested, get new ideas of men and things, go home with broader views and thoughts of those who go to make up the world and the people who are in it; and we are better prepared to fill those vocations in life which we have voluntarily chosen or by force of circumstances occupy.

The world may be divided into two classes—producers and consumers, and we might with equal propriety divide them also into buyers and sellers. The exchange of commodities created by producers make what we call values. As to what "value" really is, wide differences of opinion prevail, but these differences all finally resolve themselves into trade and commerce.

The very life, essence and existence of commerce depends upon the movement of the crops. The energy, brain, and, in fact, everything in life, after a crop is made, is bent in the commercial world towards this movement. Divesting life, then, of all its moral, physical or social attributes, the whole object and aim of life is to move something. We can make nothing. We move the soil. We move the seed and nature gives the results. We move the crops. We move the grain to the mill. We move the flour to the oven. We move the bread to our table and our substance is secured.

Two classes of people are more or less directly or indirectly interested in this movement. One is the producer, the other is the transporter. Speculation of all kinds is carried to a very high point as to when and how soon after a crop is grown it will commence to move and will command the highest price. There is not, nor can there be, any iron-clad rules found or pointed out as to when is the best time from the producer's standpoint for him to market his crop. I have always found it in my own experience, in the long run, that my crop has done me the most good, and that I got the most money out of it, when I sold my grain when I needed the money the most.

The greatest need of the country to-day is something that will give us the markets of the world. We have coal and iron, the foundation of all commercial wealth, enough to last us for centuries. We could grow enough crops in a single season, not only to supply the wants of our own people, but of the whole world. It seems to me in this connection, at this the opening of the twentieth century, that consumption is keeping very close pace with our production and manufactures. The situation is marvelous. The world has never been forced to meet just such conditions as exist to-day. The men who form the backbone of the country are evidently discounting our wonderful trade prospects. The great body of our merchants and manufacturers are in favor of expansion. All efforts looking towards large government expenditures in the building of the Nicaragua Canal, and an increased army and navy, find favor among the business interests. Railroad magnates are concentrating their forces and preparing to meet an enormous trade with the Orient. Railroads are being placed upon a substantial basis. The watchword of the hour seems to be a community of ownership, which means the elimination of unnecessary competition; staple and remunerative prices and rates, with larger returns both in the transportation as well as in the industrial. The supply of money never was better, and its quality never was as good. It is a wonderful privilege to have lived on the opening of the twentieth century.

There never has been a period in my recollection when the people as a class were so prosperous, had so much to eat and drink, were so happy and had so much to do with as at the present time. The rich never gave so much on humanitarian lines to relieve the wants and sufferings of the people as they are doing to-day. This is the basis of broad Christianity. In the summer we have the fresh air funds, and a lavish charity is spread broadcast, not only to mitigate the sufferings of the masses, but to add to their personal comfort and happiness. Our public schools never were as crowded as they are to-day, and never conducted as well. So great is the desire for education that thousands of people from our cities can only be accommodated for half a day in the public schools. Hospitals of every kind, for the rich and the poor, are within the reach of all. Our public libraries were never so attractive. They never contained such vast stores of knowledge covering every field of thought and science, in every tongue almost in the known world. And what shall I say of our magnificent galleries of paintings and statuary? Our public parks, filled as they are with animal life, gathered from the ends of the earth? Our parks blossom with flowers arranged so attractively that they are a thing of beauty and a joy forever. All these blessings belong to the people, who enjoy them without money and without price.

The world, after all, is about as we make it ourselves. If we cannot get any good out of it, it is our own fault.

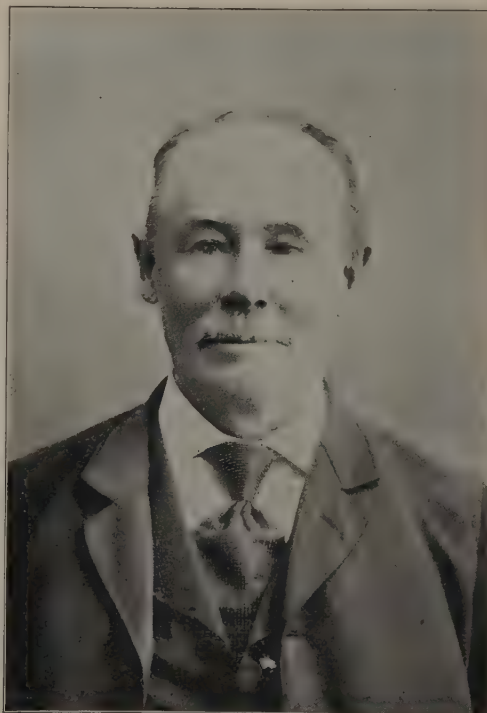
Vast numbers of Italian emigrants in the Argentine Republic, who are content to labor from sunrise to sunset, and even by moonlight, clad almost in sunshine, living more like animals than human beings, have to-day become some of our greatest competitors in supplying the world with food. Both India and Russia are fast driving us out of the world's market. It does not seem possible, with the rapid growth of population and with a corresponding increase of consumption, that the world can much longer be supplied with grain at present prices.

The farmer's best friend is the grain dealer. It is to him he comes when he is in need of money and asks for an advance upon a crop which very often has only just been put into the ground. No more close or intimate relations exist in any class than between the farmer and the grain dealer. The old maxim which has been so often told, that farmers cannot afford to sell wheat and corn at low prices for the reason that it is far below the cost of production, has become perfectly obsolete; and while, until the last four or five years, we have gone through one of the lowest areas of prices for grain that the country has seen in the last twenty-five years, we have come out of this situation with enhanced prices and

enjoying at this date a greater degree of prosperity than was ever known in the history of the country.

The older I grow the more and more I become convinced that in our endeavor to obtain the best and largest results by the smallest possible expenditure of labor and capital, there are certain things which are beyond man's control, and we must be content and are forced to accept the inevitable consequence of progress. Even in our crudest and roughest lines of employment, not only on the farms, but in the world at large, through the means of machinery, the work of man has almost been supplanted, and a handful of men, comparatively speaking, can do in a single day what twenty years ago would not have been thought of only as visionary and totally impracticable. Owing to machinery, the ordinary farmhand has but a small place for his muscle, and even the most simple work connected with putting in, harvesting or marketing the crops is all done by machinery. When we turn to the manufacturing world, there we find genius and invention do everything. But man is no longer looked upon as a producer, but simply as one of the cogs in a vast system by which we are able now not only to produce what we need ourselves, but to contribute very largely to the wants of the world at large.

This whole question, I think, might be pursued indefinitely to the mutual benefit of all of us. The radical changes which the world at large is now feeling the effects of are simply the result of the world's progress. A great invention or discovery is given to the world. The inventor is crowned with laurels. His praises are sung far and wide. He is canonized, and we regard him as a benefactor



SECRETARY H. C. MOWRY OF FORSYTH, ILL.

to the human race. Soon we forget him and his works for the reason that someone even greater than he comes to the front, takes up his work where he left it, and we are startled that newer and even far more reaching discoveries have been made. The world is still amazed and awed, and exclaims: "How can these things be?" Men and things fall before this mighty power and all we can do is to recognize it and exclaim: "Where will all this end?" This is the world's progress.

In a paper like the one I have just read: "How things look," I know you all expect, and I would very naturally say something about "the crop outlook for 1901."

I am no man to make figures and take very little stock, and believe much less, in the figures which are given us, either by the government officials or state authorities. The only actual figures which we can rely upon are the figures made by the elevator companies and the stocks carried in transit by the railroads. But as to general outlook and probable results they always do have some approximate ideas.

My records now have become quiet voluminous, filling forty volumes of three hundred pages each, and have become very valuable to me for reference, so far as comparing the same days of a long period of years. I find from my crop records that every season has more or less the same general characteristics of general conditions. The outlook for the months of March, April and May was anything but encouraging, and all our spring crops were put in at great disadvantage. Their surroundings have vibrated from dry to cold and cold to wet. The ground has not been in good condition for the reception of the seed, and the spring-planted and sown crops have been put in at very great disadvantage. The country has experienced during these months not over five or six consecutive days of good normal growing weather, and all the growth and progress the crops have made have been made by a hard fight with nature to overcome all these surroundings.

When the month of June came to us we thought at least the tables would be turned and we should have a uniformity of temperature as well as moisture, and we should see a decided change for the better in

everything. But these favorable changes have not, up to this date, come. In some areas of the country we have had ample moisture; in others, not enough, and with it all hard frosts in the Northwest; and, taking everything together, the month of June so far has shown very little, if any, improvement in the general outlook of the country, and we have the same unsettled, unsatisfactory prospects that the months of March, April and May have given us.

Therefore, with such vacillating daily changes from heat to cold, and from dry to wet, it seems to me the height of folly to estimate at any time, much more in a season like this, what the harvest will be in bushels. All I shall attempt to do will be in a few words as possible to tell you how things look in the growing world on this the beginning of the second week in June, leaving it to the statistician to make such figures as his judgment and information may suggest.

The winter wheat harvest has commenced south of the Ohio River and the crop promises to turn out a little better than was estimated early in the season. With very little exception, the quality of the wheat will be fine. Harvesting is also going on in Oklahoma, and here and there scattered areas of the early varieties of winter wheat are being harvested in Tennessee and Kentucky.

General harvest will be on in Kansas and Missouri in fourteen days. There is some fly in the early sown wheat and more or less also in the late sown. The wheat is all headed and filling where the fly has not done its work. Prospects for the crop in these two states are by no means as favorable as they were thirty days ago.

"Copious rains" have not been as widespread or as "copious" as the general public has been led to think; hence, we are likely to see a depreciation rather than improvement in the final outcome of the winter wheat crop in Kansas the nearer harvest approaches.

The crop in Indiana, Ohio and Illinois, as well as Michigan, runs all the way from fair to good. Hessian fly has not been as bad in the states just mentioned as it was in 1900. As to spring wheat, this crop early in the season suffered and contended with its periodic season of drouth, and our usual scare about a short crop of spring wheat made a great deal of music in the air. Very recently, however, timely and copious rains came to our relief and prospects at this juncture for a full crop of spring wheat in the Dakotas and Minnesota are certainly very flattering.

While the world at large is more or less interested in the outcome of the wheat crop, we as a state are directly interested in the final outcome of the corn and oat crops more than any other agricultural product of the state. The consumption of corn has become so great that two thousand million bushels of corn is not much more to us to-day than fifteen hundred millions were ten years ago, and as we have reached, I think, the limit of our corn area, but not of our corn consumption, there is no reason in the world why we should ever look for what we used to call low prices of corn again.

In trying to diagnose the corn situation, I shall rather look at it as a whole than speak of its condition in single states. After all, what we want to know, so far as governing prices are concerned, is what we are going to have in the half bushel after it is struck off. In the first place, corn everywhere on this the 12th day of June is late and backward. We have only made a fair stand of corn. The fields generally are clean and have been cultivated more or less once, but the prospects at this date are certainly not particularly encouraging for a full crop. I am well aware of the fact that we have lots of good corn weather before us, and, in fact, it is all before us, for we have left very little behind us.

Farmers are selling very little, if any, old corn, and I look for very light receipts of corn all summer. I think the country has need at home for all the reserves for our own use that are on hand to-day.

On the first of June the oat crop was running down badly for want of rain. Since that date that want has been relieved. The crop now is beginning to head out in many places and very short. Have had very poor reports of the oat situation since these rains, but there has not been the favorable response in the change for the better, we should naturally expect under normal surroundings. I think this indicates that oats were seriously injured by the dry cold weather early in the season, and that there is not vitality in the stalks sufficient to warrant a favorable change. We all know that rains must not only be copious, but timely, to insure improvement in any crop. In a word, I regard the oat situation as far below, and with poorer prospects for an average crop at harvest, than any other of the spring or winter sown crops which are to mature at harvest, 1901.

Mr. Baxter read a communication from Geo. H. Phillips of Chicago, the famous bull of the corn market, who had expected to be present in person. The paper is explanatory of his views as a corn bull, and is as follows:

I have been a bull on corn for five years, or since 1896, in which year September corn sold as low as 19½ cents at Chicago. Only once since that time, and that was last November, did the price of corn reach a point I consider satisfactory. One has but to recall the conditions that existed throughout the whole country as a result of those low prices for grain to become with me a rampant bull for the good of his country. I figured then that it was a crime that grain prices should be so low. The country was full of pessimists who shouted calamity from morning till night, and they shouted the price of grain to a point so low that it closed every factory in the United States, the farmers being so poverty-stricken that no repairs to fences or buildings were made, and not a dollar was spent for implements, buggies or wagons. The interior of the house was absolutely neglected, and a visit to the clothing store was not even contemplated. The farmer had no money and the city laborer starved as a consequence. [There are no free soup-houses in the

large cities to-day; 40-cent corn means work for everybody.]

I reasoned that as crops had been raised every year since Joseph's time and the country had no unusual surplus on hand, it could reasonably be expected that we would go on raising crops for another five thousand years, and at the end of that time would find that Providence and the needs of men had distributed them without waste in times of plenty, and as he did the fishes and loaves when famine threatened. Bear operators and calamity howlers alone were responsible for the low prices. There was no necessity for a lower price than 30 cents for corn at Chicago, even in times of panic. Thirty cents is a panic price. At any rate, allow any aggregation of speculators to force the price of corn to 30 cents, and hold it there three years, and it will throw the country into a panic. I firmly believe this.

We must keep the price of corn above 40 cents if the farmer is to share in any of the luxuries he provides every year for so many.

Of course, what has been custom for fifty years may continue for some time to come; but, knowing the mighty power of a few hundred farmers, combined against the operations of the Board of Trade bear, I believed the very low price for grain could easily be made a thing of the past. The farmer works quite as hard as any laborer in the world, but he has always been at the mercy of the speculator, who is always working for lower prices, even in years when prices would, left to themselves, advance to very satisfactory figures. The bear operator preaches the coming of a bountiful crop, the substitution of some other product or economy of the consumer. He will not concede that a price is ever low enough. In 1896 he assured us that conditions warranted a decline from 20 cents to 15 cents. Is it any wonder that some of our country friends trembled for the safety of their pocketbooks when visiting Chicago.

Pity us poor bulls, who were for almost four hours a day compelled to listen to such happy prophecies, some of us long 40 cents on 1895 corn, which we had changed over from time to time, until, with premiums paid for futures taken in exchange, our corn stood us about 45 cents. Our only solace was the knowledge that a few cents' further decline would bring cinder roadmakers, or the parties filling in the lake front, into the market for our corn.

The theory the bear operator goes on is one voiced by a Board of Trade member, Monday, April 1. I was buying oats for some customers, who thought they would be worth more than they were then selling for. I was bidding for the oats and he shouted offers of them at the price I was bidding, at the same time bellowing out to the pit traders the information (?) that "he will have to sell them out, and when he does, we won't do a thing to him."

There lies the whole fault with the speculation in grain as commonly practiced. If the buyers would but insist on the delivery of the grain when contracts matured, Mr. Bear would be very much more careful about making contracts. If the buyer would but intimate a desire to carry the cash grain, his commission house would gladly arrange to carry it for him. A 10 per cent margin will carry the cash grain, as the banks will willingly loan 90 per cent on grain receipts. The cost of carrying the grain is 1-50 cent bushel a day, or \$1 on each 5,000 bushels. The interest and insurance amounts to about half as much more. If this custom should replace the old, or present one, of dodging delivery of the grain by liquidating each contract a few days before it matures and paying a premium for a future, shippers would have to seek the commission houses instead of the elevator people, as they now do for grain to ship. This would result in giving the bulls the advantage were the bear has it now. The holders of the receipts would be able to exchange them for a future, securing a premium for the cash grain, and the grain would come back to him in from fifteen to thirty days to again be exchanged for a future until the price suited the holder and he sold out.

The consumption of corn is already so great in America that were we to export none at all we will find an urgent demand for every bushel right at home. Every use that corn is put to warrants an average price to the farmer of a cent a pound, but with crops plentiful this price is too high to become at once accustomed to, and we will approach it gradually, in a few years, however, becoming so thoroughly acquainted with its many uses and great worth that 40 cents will look like a panic price.

Reasoning thus, and believing these things will come to pass, I am very optimistic. I can see the most prosperous country on the globe peopled with a happy, highly intellectual laboring class, in great contrast with any other country not blessed with a climate and soil adapted to the raising of corn. The prosperity of our country will rise or fall with the price of corn.

Prof. Shamel, of the State University at Champaign, was introduced to speak on the matter previously referred to by Mr. Baxter, to wit, the appropriation of \$10,000 annually for two years to be expended on experiments in the cultivation of corn and the improvement of varieties and yields. The committee to meet on Monday, June 17, will be asked to outline the proposed line of experiments. He went on to explain what had been done by the eight men who composed the original Corn Breeders' Association, who have been so successful from the seed man's point of view, that before April 1 last they had sold all the high-bred seed corn in their stocks at \$1.50 per bushel and had to refuse additional orders amounting to no less than \$5,000. The speaker invited the Association to unite again with the Corn Growers' and Corn

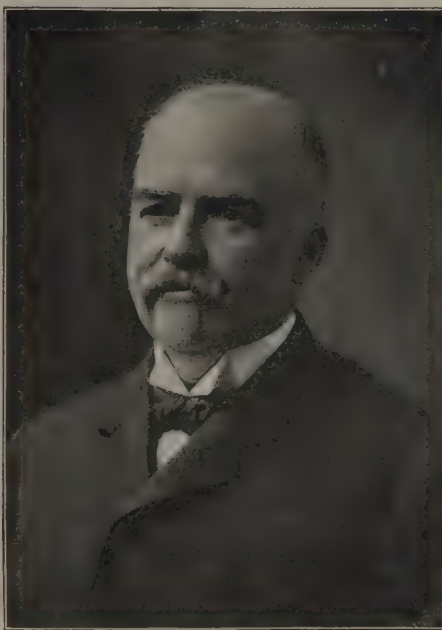
Breeders' Associations, in a general meeting, to be held in January next at the University, when the subject of corn growing and judging will again be the subject of a fortnight's special study.

Mr. Hairgrove of Virden moved that this Association accept the invitation to affiliate with the Corn Growers' and Corn Breeders' Associations, and that delegates be sent to the Champaign meeting of January.

Some objection was made that this action might interfere with the semi-annual meeting of this Association, to be held about the same time, which it is thought desirable to hold in the northern part of the state; but it was pointed out by Mr. Radford that the two meetings need in no way conflict. The secretary was, therefore, instructed to make such arrangements as are necessary in regard to the Champaign meeting. J. R. Clisby of Arcola was suggested to act with the secretary, although it appears he is not a member of this Association.

J. W. Radford, of the committee on resolutions, reported the following, which were unanimously adopted:

Whereas, A bill amending the "Act to Regulate Commerce," commonly called the Interstate Commerce



TREASURER F. M. PRATT OF DECATUR.

Act, prepared under the auspices of the Interstate Commerce Commission, was introduced in the last Congress by Senator Cullom, known as Senate Bill No. 1439, which failed of enactment owing to pressure of other measures for consideration; and

Whereas, The said bill has received the endorsement of commercial conventions held at Chicago, November 22, 1899, and at St. Louis, November 20, 1900, and also of the National Board of Trade at its two last annual meetings held in Washington in January, 1900 and 1901; and

Whereas, In the opinion of this Association the present law has been rendered practically inoperative by recent decisions of the Supreme Court of the United States, and it is our belief that the amendments comprised in the aforesaid bill will give the act the effectiveness contemplated in its original enactment; therefore, be it

Resolved, That the Illinois Grain Dealers' Association hereby recommends the passage of said bill at the next session of Congress, and respectfully urges the senators and representatives from this state to exert their utmost influence and use all proper means for the accomplishment of this result.

Resolved, That each local division [of this Association shall] by July 1, 1901, furnish to the secretary a map showing the territory covered by it and a complete list of regular dealers therein recognized by said division. The state secretary shall make a list of all regular dealers in localities where no local organization exists; and the same, when completed, shall be recognized as official by the members of this Association. All track bidders, commission merchants and receivers recognized by this Association may be furnished copies of such list with the understanding that bids will be confined to such dealers as are recognized to be regular by this State Association. A copy shall be furnished each member of this Association as soon as possible after its completion.

Whereas, The grim reaper, Death, has removed from our midst during the past year our esteemed members, H. S. Nichols of Sadorus and W. B. Probasco of Bloomington; therefore, be it

Resolved, That in the passing of these our brothers our organization has suffered a loss of two of its most worthy and respected members, and that we greatly deplore their untimely removal from our midst; be it further

Resolved, That a copy of this resolution be placed upon the minutes of this, our eighth, annual meeting, and that our secretary extend to the relatives of our departed brothers our sincerest sympathy and condolence in their deep bereavement.

Henry Whitmore, assistant secretary of the St. Louis Merchants' Exchange, was called on. He congratulated the Association on its spirited meeting and the character of the work it is doing. He felt the step just taken of joining the National Association a wise one. Of associations in general he heartily approved, as in the interest of both grain dealer and producer. He was also gratified to see the resolution adopted approving the Cullom bill, one of the most important pieces of legislation about to come before Congress.

Mr. Hutton of Auburn precipitated a spirited debate on the new directory of regular dealers recently published by the Association. It appears that the name of a certain firm in Mr. Hutton's territory, prominent in the trade and members of this Association, had been omitted from the list, both as to the firm's house and its branch stations. Mr. Hutton wanted to know why. Not to encumber the record with this matter, which consumed much time, it may be said here that no claim is made that the said directory is complete or wholly without errors. But Secretary Mowry said no intentional omissions have been made. But in the case referred to by Mr. Hutton an intentional omission was made (for cause), as was afterward explained by Mr. Baxter, but under a misapprehension, as it turned out. As soon as injustice was known to have been done, the aggrieved firm was notified of restoration to the Association (before any demand therefor had been made), and it was ordered that in the supplements which the secretary said he is about to issue, the name under consideration will be restored to the list at all stations where it should appear.

Incidental to this discussion the question of including all regular dealers, non-members as well as members of the Association, in such lists, was considered. F. M. Pratt of Decatur especially argued in favor of publishing lists of members only. W. H. Chambers reverted to the practice of the western associations, which publish the names of all regular dealers, indicating in said lists the names of members. This sort of a list is demanded by the track bidders, who, it is claimed, cannot afford to bid only a part of the actual regular dealers, but are willing and anxious to bid only regular dealers. The consensus of opinion was clearly in favor of a list of all regular dealers, as provided for by the resolution adopted supra.

WEDNESDAY AFTERNOON.

In the afternoon the question of finance was taken up by Mr. Baxter, in the following paper:

DUTY OF A MEMBER FINANCIALLY.

This subject, through its name, speaks for itself. Geometrically speaking, it is not a Q. E. D. proposition, but simply an axiom, and needs only to be discussed. Therefore, even as we accept that we are men on earth, so we should concede that the financial duty of a member to this Association, or, in fact, any organization, is a necessary duty. It is perhaps his first duty, as without financial strength there could be no cohesion, or fabric, from which a united power and influence could emanate. Therefore, the unity of power could not be greater than that of the individual.

"It is not rank, nor birth, nor state.
But 'git up and git' that makes men great."

The easy way for the average man to be great is to belong to a great organization; then see to it that he is at all times in good standing—is loyal to the compact by giving his financial support.

The need of organization, federation and union has been universally accepted by man for six thousand years. Tribes, confederacies, empires and kingdoms have been established for the protection and happiness of mankind in every age. Churches, schools and fraternities have been the harbingers and means of opportunity to man in spiritual, intellectual and social happiness since the days of Adam. Great commercial developments and financial schemes have been made possible and successfully accomplished in the past by union of interests, capital and genius, mutually united to the advantage and uplifting of man. Man owes to commonwealth as invention owes to necessity.

A wise policy of the United States government has been protection to individual interests by protecting genius with letters patent, copyright, etc., thus giving to the individual aid and protection which he could not have obtained alone. Therefore the individual thus benefited must owe a duty of loyalty and financial support.

An organized body for mutual benefit has the right by reservation or agreement with its members to require obedience and tribute for its financial existence, in return for which it always gives benefits

tenfold. In ancient times men organized for their spiritual welfare, the benefits to the individual being so great that from him was exacted, in extreme cases, undue recompense. Offerings of value and penance were required for committing sins, besides the tithe payment for temporal support of those in authority.

With the Association it is different. It exacts nothing; but in this age of liberality simply asks your support with comparatively small yearly payments, for which you, in turn, receive reciprocal benefits for the asking. The necessity of organization is not a mooted question, but an essential feature conceded by everyone, and the spirit of the time comprehends it. Therefore the individual member cannot afford to be indifferent to his financial duty.

There is great diversity of cereal crops in Illinois, requiring greater investment of storage capacity and machinery. The network of railroads leading to all markets makes the task of the grain dealer a most difficult one, and without the aid and power of the association the individual could not meet the irregularities successfully. "United we stand; divided we fall."

The Has-beens and Is-ers should dictate to the individual member his financial duty. A good old church member in my town was called upon to pray, but promptly informed the minister that he could not pray; but if he needed money, say so. Many grain men have not the experience and tact to succeed in their business and call upon the secretary and officers for advice and assistance, and usually get it. Some members ask for help before paying, thus disregarding their financial duty.

This reminds me of the unsophisticated young man who was received into a fraternal order, and during the initiation ceremonies, was called upon to make a speech. With faltering steps and bated breath he stammeringly remarked: "I c-cannot make a s-s-s-speech, s-s-s-sing a song, nor t-tell a s-s-s-story; but I c-can let a f-f-f-feller tell it for me." So it is with some grain men; they think there is plenty of support financially from others to justify their lack of enthusiasm, and let the other feller do it for him. We owe it to each other, as well as to the association, and each individual should resolve to volunteer the most enthusiastic financial support. The individual member owes a duty for protection against the irresponsible, for protection against pirates and disturbers of many kinds, for influence in legislation, in weights and grades, in common and equal justice, in small and great transactions; in contact and intercourse, in fraternity and acquaintance, the experienced give counsel, adjustment and arbitration, the concentration and effort; the weak are made strong in protection against intimidation and coercion, against discord and domination; secure justice, equity and love, by which the universe is governed, by which states and nations rise to eminence and stand secure. He owes a duty for an enlarged sphere of influence with which he comes in contact, the consistency and uprightness of business methods, a beneficent factor in the welfare of his community. He is permitted to meet in fraternal greeting twice annually with the members, which opportunity is worth his annual dues; he is assisted in making friends of his foes.

Financing is the leading principle, the important thing in nations and among people, in politics and economics. It has been the tribute of man in obligations of every nature. Your provision for after death, life insurance, costs you more than your financial duty to the Association.

Geo. A. Stibbens read a paper on the duties of association officers, as follows:

THE SPECIAL DUTIES OF DIFFERENT OFFICERS OF AN ASSOCIATION FOR ITS BEST INTERESTS.

I fear that I can give you but little light in regard to the special duties of the different officers of an association for its best interests. The officers that operate the machinery of an organization are the president, secretary and governing board, and on them depends its success or failure. Some of you may think the office of president is of small importance to you, but if so, you are mistaken. Your president should be a thorough business man, broad-minded, of good judgment, and a man of great executive ability, fully conversant with the affairs of his association. He should be a man in whom all your members have confidence and a man who has a clean business record, as the trade will expect him to be thoroughly honest in every particular. The special duty of a president is to look after the welfare of his members, keep in close touch with their needs, enforce the will of the majority, counsel and advise the secretary as to the best interests of the association, and see to it that all regulations of the organization are enforced. The president of our association has had very much to do with its success.

The special duty of your governing board is to decide differences that may arise among your members, outline your policy to be pursued and have a general supervision over all matters. They should be men of honor and unbiased judgment.

The secretary of an association is a watch-dog from necessity. He is subject to all the criticism known to the trade. He is honored, despised; commended, cursed; praised and ridiculed by the very people he is trying to benefit. "He is damned if he does and damned if he don't." He is always placed between two fires, never knowing on which side he will be burned. He must act the role of peacemaker among the dealers, between the dealers and transportation companies, and between the dealers and the receivers. He must be a judge of human nature and should be a mind reader. He should be a man of great resources, ready instantly to grapple with all the intricate problems that may come before him. It is necessary for a secretary to adopt methods that will create enthusiasm among the members of his organization in order to gain their support. A portion of the membership support a secretary because they believe in him, and others support him because they fear him.

A secretary should not advertise his methods to the world; and a great many things pertaining to his

duties should not be made known even to his members. The very fact that some of your members are not familiar with the manner in which you handle certain things is the club you hold over them, and the very minute you divulge it you lose their support, as you have held them in subjection through fear of what you can do.

The special duties of a secretary are many and difficult to enumerate, and I will only try to mention the most important ones. One of the most important duties of a secretary is the matter of correspondence, which at first thought would probably be considered an easy task, but those familiar with it know better. It is not so much the amount of work to be done, but it's how you do it. The success or failure of every association depends largely on each letter written by the secretary. Every word must be carefully weighed, each sentence courteous and full of persuasion; but occasionally he must be aggressive and full of fight. It is the secretary who must ask receivers to confine their business to legitimate dealers, which of itself is a delicate matter. All matters pertaining to transportation must be handled in a skillful way. He must create harmony among his members, regardless of all other things, as it is one of the essential attributes of a successful association. He must have the faculty of gaining the friendship of his members and the respect of the receivers and transportation companies, and he should be a man schooled in all the arts of diplomacy.

G. L. Graham of St. Louis here took occasion to commend Mr. Stibbens to the consideration of



TRAVELING REPRESENTATIVE B. F. WALTER.

this Association as an eminently suitable person to be made secretary of the National Association when reorganized. He said he had known Mr. Stibbens for years, as a man, as a dealer and as an association worker, and he had found him able, active and always reliable. It would be but a tribute to his great success to advance him to the national secretaryship and at the same time that step would give that association a most able and experienced, as well as efficient officer.

On motion of Mr. Mowry the Association tendered Messrs. D. Hunter and Geo. A. Stibbens a vote of thanks for attending this meeting and entertaining and instructing the members, as well as giving this Association the privilege of entertaining them.

A set of trading rules [which will be published later] was offered for adoption. After some debate, the rules as submitted were referred to the National Association for action at its next annual meeting.

E. R. Ulrich Jr., offered the following resolution, which was adopted:

Resolved, That the officers of this Association confer with the officers of the different state grain dealers' associations, also of the National Association, and the officers of the different grain exchanges in the large markets east of the Rocky Mountains to the seaboard and to the Gulf, with view to devising, if possible, some means of protection against manipulation in the large markets of the contract grades of grain, operating to the loss of persons in the actual cash business, who use the various large markets in which to protect their purchases of cash grain only, owned or purchased by them. This resolution is not to be intended to work toward the protection of the chronic short seller, who sells millions of bushels of

grain for which he cannot show equivalent actual stocks of grain.

F. M. Pratt said a rule should prevail that tenders on contracts of grain at lower grade should be accepted by receivers at contract price less 10 per cent. This rule he said had been objected to as an encouragement to short selling, but he knew it would be a protection to shippers who forward in good faith what they believe to be contract grain, but which grades below contract on arrival.

Mr. Baxter offered the following:

I would suggest that the directors of this Association present to the State Legislature a petition to create a board of inspection of three members, one of whom shall be selected by the organization of shippers, one by the exporters and one by the Chicago Board of Trade, thus taking the inspection out of politics.

The suggestion was unanimously approved.

Geo. A. Stibbens then read a paper on "Coercion the Very Last Resort Among Grain Men—Diplomacy to the Front," which we shall be pleased to print in a future number.

Mr. Parrott then read a paper on "Uniform Inspection," as follows:

WHAT ACTION SHOULD ALL ASSOCIATIONS TAKE IN ORDER TO SECURE UNIFORM INSPECTION AT ALL TERMINAL POINTS?

This is a subject worthy of careful consideration, one that appeals to and is of more than ordinary interest to the producer as well as to the dealer, and not only to them, but little less so to the consumer, who, perhaps, not realizing his interests, will profit to more or less extent, the extent being governed by his location. All dealers realize the advantage and benefits that will result in its adoption. Producers, once their attention is called to it, will see wherein they will be benefited, and readily join us in any movement that will result in bringing it about; and the influence of the consumers can also be brought to bear, if we will go to the trouble and expense of showing them wherein they will be gainers.

To see wherein producers and dealers will be benefited by its adoption requires little thought; but where consumers will share in the benefits requires some little stretch of the imagination. Not all of them will share in it equally, the principal ones to be benefited being those who must of necessity depend on you and the shipping sections for their supplies. This is largely applying to consumers in the South, Southeast and Eastern interior, who are often imposed on in the buying stipulated grades, paying therefor, while lower ones are substituted. Uniform inspections may not result in entirely eradicating such practices, but it will soon enable consumers to become conversant with the different grades through purchasing from different markets, by reason of the trade shifting, as it ever does; and it will in time result in securing to them in most cases, if not all, that which they contract and pay for—sufficiently so, at least, as to bring them to our aid in the work, should we find necessary. It is probable, however, that their influence will not be required, and is altogether likely that the associations of grain dealers of the country, aided by the commercial exchanges at terminal points, where its importance is already recognized, and who will enlist with you, will succeed in bringing it about with less effort than you anticipate.

Its adoption is essential to you for the reason that it benefits you; essential to the producers, for that which benefits you profits them; wherein you gain, they gain. A living profit only is yours, and more than this invariably reverts to them. Trade interests, both local and foreign, will be benefited in every way, and they will no doubt stand with you in demanding its adoption, and the other influences mentioned will, if needed, readily come to you, once convinced that it is for their good.

Greed for gain is human; knowledge that results in acquiring it is ever sought for. Constitute yourselves as teachers, making the public your school, the press the means of its dissemination. Publish articles explaining the advantages and benefits to be derived from its adoption, and the demand therefor will be made universal.

Relative to what action is best to take in bringing it about, this can only be decided as contingencies present themselves; obstacles unforeseen will possibly be met. Community interests differ to some extent. The North and Northwest principally rely on spring wheat, seldom used in the South and Southeast; the South, on soft wheat, as seldom used in the North; while corn and oats are produced to more or less extent in all parts and are extensively used in all, and all exportable, which necessitates uniform inspection throughout. Many of the terminals being under state inspection must be reached through the commissioners of the state governing them. The officers, being appointive and selected by reason of their qualifications, can readily be shown the necessity for such action and will no doubt do all in their power to help you.

Very recently we found it necessary to request the presence and aid of both the Missouri and Illinois commissioners, in a matter important to both you and ourselves, and to which they responded quickly and acted promptly. We found them not only ready but anxious to do all in their power to aid us in all that we required. You will likely find them as ready to aid you.

At terminal points not under such supervision, wherein Board of Trade inspection governs, little trouble need be anticipated. They will doubtless all join you in the movement as soon as inaugurated, and most of the important terminals, with the exception of Chicago and St. Louis, are under such supervision.

I am not certain, but under the impression, that only Kansas, Nebraska, Missouri and Illinois are

under state control, and some of their terminals even are under Board of Trade inspection. Peoria, in your state, is one. Under present methods of state inspection you will find some conflict of interests as a result of the standards of one varying from those of the other, and at terminals so situated as to rely on both, there often results confusion, if not loss, to the shipper. St. Louis is so situated, being governed on the one side by Missouri, on the other by Illinois, the difference in standards of the two often necessitating transferring from one side to the other, which invariably results in loss to the shipper.

An instance of this nature occurred in October last. It was caused by an anticipated corner in corn, which resulted in much of your Illinois corn being inspected as No. 3 on this side; it was then transferred and reinspected as No. 2 on the Missouri side, in order that it might apply on contract, thus necessitating two inspections, as well as transfer charges, amounting to one cent per hundredweight, over one-half a cent per bushel, all of which came from your pockets, and further emphasizes the necessity of uniformity.

As to the quickest means of attaining uniform inspection, inaugurate the movement now. To you, the oldest grain association of your kind in existence, ever to the front in all that pertained to or looked forward to the advancement of the trade, the opportunity is presented of taking the lead in this, the most important step yet undertaken. As a parent organization, you have ever done your duty, and done it well; and in doing it, builded better than you knew. Its influence has extended far and wide, resulting in your children being scattered throughout the land. Because of it, association after association has been formed, until most of the adjoining states are organized, and it still spreads. The children have grown beyond your recognition, and are still growing. Big, lusty hustlers they are who have taken the lines in hand and are going to persist in driving. Some of them are back visiting their dad to-day, primed with pointers in the game well worth heeding. Pump them well; make them hoe a few rows, help feed the pigs, etc., but don't let them steal all your thunder. You are yet too young to go on the shelf. Show them you are still "it," but use them while they are with you.

Three different classes or kinds of petitions will prove necessary in the work. The first should go to your sister associations, divisional, state or national, outlining the work fully, requesting like action on their part, in order that it can be carried out fully and harmoniously. The second should go to the secretaries of all boards of trade not under state supervision, asking similar action, each of which should carry a sufficient number of forms in blank, with room left for signatures for their use in petitioning sister organizations of their kind. The other, or third, should be addressed to the railroad and warehouse commissioners of each state supervising inspections, with a further request that members' signatures should be attached, and forwarded to the proper parties.

In this way a combined influence will be brought to bear, which will result, in all probability, in its speedy adoption. Further, the committees, to take the matter in charge, should be appointed at once in order that they may meet promptly for the purpose of formulating suitable petitions and report them back before you adjourn in order that every member present may attach his signature before you separate.

On motion of Mr. Ulrich, the chair was authorized to appoint later a committee mentioned in the paper to consider and report on this subject.

On motion adjourned sine die.

THE BANQUET.

The annual banquet was given as usual by the ladies of the Dorcas Society, but was a complimentary function, given by the following firms: Crocker Elevator Company, B. S. Tyler & Co., Empire Grain Company, C. A. Burks & Co., H. C. Mowry, W. L. Dumont, H. C. Suttle, C. W. Cooper & Co., and the Shellabarger Mill and Elevator Co. The place was Turner Hall, a fine Verein building, built in the center of a park, located about a mile or a little more from the center of the city.

Five long tables, covering, with the seats, the entire floor of the auditorium of the building, were filled with guests, making not less than 400 persons present, all of whom were transported to and from the park by the Decatur Traction Company free of charge and in perfect comfort. The menu was fine, as usual, and at the conclusion of the luncheon there were the usual speeches. The room had become very hot, and many retired early, but those who remained were richly rewarded by some eloquent and witty addresses. This part of the program as actually carried out was as follows, President Costello acting as toastmaster:

Welcome, by John A. Montgomery of Decatur.

Address, by Supt. Robertson, of the Wabash.

"The Scoop Shovel," by E. R. Ulrich, Jr.

"Chicago Board of Trade," by I. P. Rumsey.

"St. Louis Merchants' Exchange," by Assistant Secretary Henry R. Whitmore.

"Indianapolis Board of Trade," by H. E. Kenney.

"Buffalo Board of Trade," by F. M. Pratt.

"State of Missouri," by G. L. Graham of St. Louis.

"State of Illinois," by H. C. Hall, Paxton.

After a vote of thanks to the ladies and the generous donors of the function, an adjournment was taken to the lawn, where many remained in social converse until time to return to the city.

One feature of the evening was a guessing contest by the grain dealers for the benefit of the Dorcas Society. A sealed bottle of shelled corn was shown, and the trick was to guess the number of kernels. It was officially reported the next day that the prizes were won as follows:

Total number of kernels in the bottle.....855

First prize (silk umbrella), by Newton Davis, guess of 856

Second prize, a leather letter case, a tie:

Thos. Costello, guess of 857

F. M. Pratt, guess of 853

Third prize, a pipe, tie of four:

C. H. Rannels 850

H. A. Clevange 850

J. R. Dowell 850

C. A. Burks 850

The entire function was a most pleasant one, and fully sustained Decatur's reputation for generous and thoughtful hospitality.

CONVENTION NOTES.

J. M. Camp of Bement is the Association's best railroad correspondent.

Cincinnati sent Frank R. Maguire, with Maguire & Co., and A. C. Gale, of Gale Brothers.

The "American Elevator and Grain Trade" was represented by Eaton G. Osman and John E. Bacon.

The Ideal Car Loader Co. of Allenville, Ill., told what it could do for dealers in some circular literature.

One southern firm represented—Finnelly, Fox & Co. of New Orleans, La., represented by C. H. Clark of Decatur.

From the Louisville market there were R. L. Callahan, of Callahan & Sons, and F. H. Hedges, with A. Brandeis & Son.

The Union Iron Works received a great many visitors from among the members of the Association during the two days' sessions.

W. H. Caldwell, representative of the Barnard & Leas Mfg. Co., Moline, Ill., represented the grain elevator supplies element at the meeting.

The St. Louis Merchants' Exchange was represented by Assistant Secretary H. R. Whitmore and Thos. Q. Martin, secretary of the Exchange's board of weighing.

The Maroa Mfg. Co. of Maroa, Ill., had one of their "Boss" Car Loaders on exhibition in a building convenient to the meeting and also circulated some interesting literature on this subject.

C. A. Burks & Co. of Decatur was represented by C. A. Burks and A. L. Dumont; Bartlett, Kuhn & Co. of Terre Haute, Ind., by W. T. Freeman and J. B. Rainey; Cleveland Grain Co. of Cleveland, Ohio, by Joe T. Gehring.

Chief Grain Inspector Joseph E. Bidwill, of the Chicago market, was accorded a warm welcome at his first appearance before the Illinois Association, and as far as Illinois is concerned the new regime seems to start with impressions "mutually agreeable."

Toledo sent a delegation including Edward H. Culver, chief grain inspector; F. W. Jaeger, of J. F. Zahm & Co.; Chas. Knox, representing Reynolds Bros.; W. R. Worts, representing Churchill & Co.; J. S. Barnes, representing Southworth & Co.; J. A. Rice, representing the Paddock, Hodge Co.

The gorgeous badge with which the St. Louis delegation flaunted itself before the eyes of the association was too much for the assertive nature of Frank J. Delaney and he immediately appointed himself and Wallace Armstrong a committee to rectify this approbrious oversight on the part of the Chicago delegation. Soon the looms were working, the metal in casting, and with the adjournment for the banquet, all the subjects of the city of the corn king appeared with flaring yellow ribbons on

which was emblazoned in gold, in flaming characters, the magic word "Chicago."

The Decatur contingency included C. A. Burks, F. M. Pratt, T. A. Bone; J. S. Wiley, C. H. Davis, F. L. Evans, Will Shellabarger, B. F. Walter, H. M. Bragg, C. H. Clark, W. L. Dumont, Harry H. Crea, C. W. Cooper, J. A. Roney, T. C. Harney, B. Z. Taylor.

D. Hunter, Hamburg, and George A. Stilbenns, Coburg, Iowa, president and secretary, respectively of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, attended the meeting and imparted the breezy freshness and vigor of the Iowa climate into the part which they took in the Association's deliberations.

You will always have money if you preserve the souvenir which J. S. Barnes, representative of Southworth & Co. of Toledo, Ohio, left with the dealers, and the Parrott-Baxter Grain Co., the latest addition to St. Louis commission houses, distributed a combination pocket comb and paper knife among the members of the Association.

The Decatur Review says: "The official program of the eighth annual meeting of the Illinois Grain Dealers' Association is the most elaborate ever got up. It is printed in red and blue, on white enameled paper of finest quality, and the cover is in green and gold. The program is issued by and with the compliments of the 'American Elevator and Grain Trade,' a journal devoted to the interests of the trade."

The well merited confidence which Illinois grain dealers have in the Chicago Board of Trade weighing department is always strengthened by the appearance of Chief Weighmaster H. H. Foss and A. E. Schuyler. These two heads of the department came out to disentangle any knotty problems which might have arisen in the minds of any dealers regarding the department, but found no subjects requiring a disentanglement.

It was with great pleasure, and yet with feelings of deepest sympathy, that the friends of Mr. Tyler greeted him at Turner Park. Mr. Tyler was missed in the deliberations of the Association and in its social sessions, and his brief absence from association work left a vacancy impossible to fill. The reception which was tendered to him showed the warm place which Mr. Tyler holds in the hearts of his fellow members and grain dealers, and it is hoped and expected that he will soon be able to resume his old place among them.

St. Louis commission houses were represented by T. P. Baxter, James Parrott, T. C. Elmore, of Parrott-Baxter Grain Co.; Thos. K. Martin, representing W. L. Green Commission Co.; James A. Connor and Geo. F. Powell, of Connor Bros. & Co.; G. L. Graham and S. T. Marshall, of G. L. Graham & Co.; R. S. Nelson, representing Morton & Co.; J. T. Hartwick, representing Danied P. Byrne & Co.; E. L. Waggoner, representing the Brinson-Judd Grain Co.; Martin J. Mullally, representing John Mullally Commission Co. R. L. Forrester and C. V. Fisher, of Forrester Bros., Wm. Ray, representing John E. Hall Commission Co.

Chicago was, as usual, well represented. Those in attendance from that market included A. E. Wood, representing E. W. Bailey & Co.; I. P. Rumsey, of Rumsey, Lightner & Co.; W. M. Tinberlake, with E. Seckel & Co.; Arthur R. Savers, of Calumet Grain & Elevator Co.; Gustav F. Kersten, representing Rosenbaum Brothers; Wallace Armstrong and J. A. Fitzsimmons, of W. R. Mumford Co.; M. M. Day, representing E. W. Wagner; Edward G. Heeman, representing Arthur R. Jones & Co.; O. C. White, representing H. Hemmelgarn & Co.; Jos. Griffin, representing the Glucose Sugar Refining Co.; J. W. Radford, representing Pope & Eckhardt Co.; L. B. Wilson, of Van Ness & Wilson; H. M. Paynter, representing Milmine, Bodman & Co.; G. W. Ehle, representing Ware & Leland; L. H. Manson and P. A. Stephens, representing L. H. Manson & Co.; W. H. Chambers, representing the Peavey Grain Co.; John F. Howard, representing Merrill & Lyon; Geo. L. Stebbins, representing H. Mueller & Co.; Sam Finney, with Churchill & Co.; Frank J. Delaney, rep-

representing Nash-Wright Company; D. H. Winans, of Hulburd, Warren & Co.; F. M. Baker Jr., of Baker & Traxler; H. L. Miller, representing A. C. Curry & Co.; Sidney Warner, of Warner & Wilbur; Allen Johnson, with J. B. Clark & Co.; E. L. Negley, representing Buckley & Co.

The dealers present included: D. W. Moon, Niantic; Ross Hockady, Oreana; John Ervin, Tuscola; W. M. Clegg, Parnell; J. M. Greene, Wapella; S. E. Bear, Bearsdale; M. E. Connard, Elvin; J. F. Bache, Ficklin; J. R. Howell, Burrowsville; Philip Maus, Mendota; J. E. Collins, Garrett; F. Oberhelman, Sublette; J. H. Wilson, Allerton; H. Allen, Allerton; J. L. Belden, Ere B. Belden, Jess C. Hight, Dalton City; Wm. Hasenwinkle, Hudson; Geo. E. Davidson, Prairie Hall; Thomas Costello, Maroa; H. C. Mowry, Forsyth; John H. Doyle, Long View; W. D. Chan, Woosung; L. L. Ream, Lostant; W. E. Kreider, Tonica; Wm. Scarborough, Varna; H. B. Rowe, Mt. Pulaski; L. M. Eggleston, Gibson City; H. C. Noble, Bellflower; R. J. Railsback, Hopedale; W. H. Messer, Kappa; J. B. Good, Forsyth; V. Hawthorne, La Place; B. H. McFadden, Havana; Geo. A. DeLong, Foosland; L. Hutchinson, Sibley; Chas. Wiemer, Harness; Louis Peck, Monticello; Byron Barbee, G. W. Hutton, Auburn; J. N. Hairgrove, Virden; F. Fuson, Pierson; R. T. Barton, Jamaica; O. C. Benson, Fairmount; P. Obryant, Allenville; J. L. Boyd, Fay R. Best, Palmer; M. R. Allsup, Maroa; M. James, Rowell; E. Walker, Assumption; J. M. Camp, M. C. Camp, Bement; O. P. Morgan, Ivesdale; Mansfield & Delaney, Niantic; C. W. Savage, Virginia; John Sipp, Bourbon; John A. Welsch & Co., Arcola; R. O. Harris, Arcola; John A. Fallon, Ivesdale; F. M. Cutler, Carthage; E. B. Ulrich Jr., Springfield; John W. Moberley, Windsor; Chas. F. Crow, Fairmount; W. O. Moyer, Chesterville; V. C. Elmore, Ashland; A. P. Hill, Blue Mound; T. P. Baxter, Taylorville; S. Shurman Weiman, Warrensburg; H. C. Duncan, Lintner; Wm. Noble, Foosland; L. R. Smith, Sullivan; J. F. Sprague, Bement; A. L. French, Chapin; G. H. Brown, Lovington; J. B. Rainey, Williamsburg; Wm. Lyons, Cerro Gordo; J. W. Turner, Boody; A. B. Smith, Rosemond; W. W. Denton, S. J. Miller, Millersville; G. W. Hay, Milmine; C. H. Faith, Warrensburg; O. J. Costello, Argenta; P. H. Hayes, Gibsonville; P. E. Guber, Argenta; D. C. Dunn, Osman; H. L. Anderson, Rockford; C. R. Shaw, Rockford; Otis McNelly, Blue Mound; F. J. Zimmerman, Harvel; Charles Houck, Raymond; F. L. Weilepp, Cisco; H. A. Clevenger, Bondville; J. Nichols, Sodoriss; T. J. Kiser, Hammond; Alex C. Durdy, Ohlman; Wm. Ritchie, Warrensburg; H. W. Riley, Tolono; J. D. Bowen, Garrett; Fred C. Barnett, Barnett; H. Wendel, Forrest; P. E. Condon, Pesotum; Cassius Holcomb, Oakley; Wm. Loveless, Bement; C. J. Tucker, Warrensburg; C. D. Downing, Wapella; E. F. Verry, J. C. Britt, Armington; R. W. Noble, Bethany; Thomas Fleming, Todd's Point; E. B. Chapman, Casner; Jerry Duncan, Lintner; W. F. Banta, Ridge Farm; Geo. Ritscher, Owanecco; E. R. Wiswell, Lincoln; G. H. Hubbard, Z. K. Wood, Mt. Pulaski; B. T. Railsback, Hopedale; W. B. Pratt, Peoria; H. H. Newell, Bloomington; H. N. Knight, Monticello; B. Bischoff, Sheldon; E. W. Jopisch, Boody; John Weimer, Winkel; A. F. Gooch, F. C. Bateman, Bellflower; P. L. Dodge, Pana; J. T. Samans, Pierson; Z. W. Graff, Middletown; H. C. Suttle, Kenney; H. A. Newell, Bloomington; R. I. Thornton, Gardner; J. J. Herb, E. C. Taylor, Emington; W. Peck, Monticello; E. O. Good, Forsyth; J. J. Morris, Paxton; W. B. Newbegin, Blue Mound; J. F. Beall, Niantic; John Bowlin, Munster; W. T. Bullard, Bullardville; F. M. Powell, Arthur; Thomas Ogden, Chesterville; S. H. Baker, E. F. Cahill, Arthur; E. Eversole, Hindsboro, E. W. Crow, Blue Mound.

The Globe Elevator Company of Milwaukee in May completed a shipment of thirty carloads of wheat, which constituted the largest shipment ever made from that city within ten days.

The Stock & Grain Company of New York has suspended business and the government's agents have been unable to locate any of its representatives from whom to collect the bucket-shop tax.

THE OHIO DEALERS AT BUFFALO.

The twenty-second annual meeting of the Ohio Grain Dealers' Association was held at Statler's Hotel, Buffalo, N. Y., on Wednesday and Thursday, June 12 and 13. President H. S. Grimes of Portsmouth, Ohio, presided at the opening session, which was called to order at 10 o'clock a. m. on Wednesday. President Grimes addressed the members of the Association in a congratulatory strain, referring to the past year as one of profit to the Ohio grain dealers by reason of their organization, which had brought them closer together and resulted in a satisfactory business year. A number of matters in dispute had been arranged by arbitration, which might otherwise have been very troublesome. At the close of the year the organization is in a flourishing condition, and both at this meeting and at a later meeting at Columbus some matters of importance are to be taken up.

The minutes of the last Columbus meeting were read by Secretary J. W. McCord of Columbus, and on motion were approved.

The treasurer's report, also rendered by Mr. Mc-



PRESIDENT H. S. GRIMES OF PORTSMOUTH.

Cord, showed prompt payment of dues and money in the treasury after all expenses had been paid.

Secretary McCord also brought up for the consideration of the meeting the matter of fire insurance, and stated that it had been proposed to organize a grain dealers' mutual insurance association in Ohio. This could be done profitably at the present time, as the stock fire insurance companies are raising their rates. The new organization would be known as the Ohio Grain Dealers' Mutual Fire Insurance Association, and would be incorporated under the special law of the state which authorizes such an incorporation. Steps have been already taken to perfect such an organization, and it will be completed as soon as possible. The general plan will be to take the stock insurance companies' rates and collect one-half of them as an advance premium, and in case the losses exceed that amount assess the excess of losses and expenses on the members. Mr. McCord stated that there are now in operation in Ohio 108 of these associations, mostly among farmers, none of which have failed. Also, there are ten regular mutual companies in Ohio, which take premium notes. This is an entirely different plan, however.

Referring to the present plans of the new Ohio Association, Secretary McCord stated that it is expected that by the coming fall a line of at least \$100,000 insurance will have been secured. At first the risks will be limited to \$2,000, but later it may be concluded to increase the risks to \$3,000, provided a line of \$200,000 to \$300,000 is secured.

Much had been learned from a study of the ex-

perience of the Iowa Grain Shippers' Mutual Insurance Association, which was organized in 1886, but did not begin aggressive tactics until 1898. The cost to the Iowa dealers had been about one-half the cost of stock company insurance—never more than 10 per cent over one-half the regular rates. The Iowa Association has been so successful that it has increased its line to over \$1,500,000, and is now writing not only elevators but good farm and town property also, and has accumulated some reserve.

Secretary McCord stated that under the special Ohio act it is easy to organize a mutual fire insurance company. No member is liable for more than he pays in. Only ten members are required to start, and of these seven have been secured. A payment of one-half the regular stock rate makes a policy good for six months without any further payments under any circumstances. In other words, no assessments can be made until the policy is six months old. After that time a policy holder may be assessed to make up deficiencies only.

Members were called upon to state their experiences with mutual insurance. J. S. Dewey of Blanchester, Ohio, said that for several years he had placed all his fire insurance in mutual companies and had found that it costs at most not to exceed 60 to 75 per cent of board rates.

J. W. Yeasel of Moorefield, Ohio, said that he had carried mutual insurance on both farm and mill property, and that on the former the cost was not over 4 per cent of the stock company rates, while on the mill property it would not exceed 40 per cent of the stock rates, that being the experience of the Pennsylvania mill mutuals.

Mr. Seymour, of Seymour & Ochs, Canton, Ohio, said that he had mutual insurance and that his only trouble was that he could not get enough of it and was compelled to go to the stock companies to fill out his line.

Secretary McCord said that his experience had been similar, in that he had found it impossible to get a sufficiently large line of mutual insurance. He also stated that it is the intention of the new company to write short term policies as soon as the necessary preparations can be made. While the stock companies claim that they are not making money, investigation shows that their losses are chiefly in the large grain centers, where they take risks that they ought not to take. The expenses of the stock companies also are large, being 35 per cent or more of the premiums received, some of the companies paying 25 per cent to agents alone.

A. E. Clutter of Lima, Ohio, vice-president of the Association, favored the movement and laid special stress on the value of organization among men who know each other and have confidence in one another. He spoke particularly of the moral risk in fire insurance, and of the advantage to a mutual association in not suffering from "immoral risks." In his opinion an elevator properly conducted is safer than a house with a gasoline stove, and with risks carefully weeded out the result should be a very low rate.

J. W. Snyder, of Hammond & Snyder, Baltimore, Md., said that a mutual fire insurance company would bind the Ohio grain dealers more closely together. He counseled throwing all possible safeguards around the new company, requiring all that the old line companies require, and more. The premium of 2½ per cent now charged by the stock companies is excessive, but it is generally charged because it is the regular tabulated rate. In Baltimore the stock companies had said that they must raise the rate from 2½ to 3 per cent, but the insured said that the companies need not insure at all if they could not insure at the 2½ per cent rate. The companies acceded, and made the rate for the coming year 2½ per cent, as formerly.

Mr. Clutter called attention to the fact that the mutual associations are sure to take the cream of the risks, and that the stock companies will get the poorest risks and will advance their rates, thus making mutual insurance more than ever a necessity.

Secretary McCord called attention to the fact that there is a general tendency among the stock

companies to advance their rates if possible. The plan of the mutual company would be to send out an experienced inspector in advance to inspect risks before soliciting the business. This plan, in addition to the fact that in a mutual company the policy holders and directors are scattered over the state and can readily supervise risks, would insure low rates. At the close of the discussion President Grimes appointed J. W. Snyder, A. E. Clutter and E. A. Grubbs a committee to confer and draft a suitable resolution relative to the organization of a mutual fire insurance association. On report of this committee their resolution was unanimously accepted, as follows:

Resolved, That the Ohio Grain Dealers' Association in convention assembled do recommend to the Ohio grain dealers that we do organize and incorporate the Ohio Grain Dealers' Mutual Fire Insurance Association.

Secretary Clark, of the Grain Dealers' National Association, presented an invitation to the members of the Ohio Association to join the national body, on the terms of payment of one dollar per annum per member out of the treasury of the state body. After thorough discussion it was voted to accept this invitation, to take effect July 1.



SECRETARY J. W. McCORD OF COLUMBUS.

Vice-President A. E. Clutter called up the matter of the proper grading of grain and favored co-operation in bringing about a standard of grading on the part of country buyers. The over-grading of grain was often the cause of considerable loss to the dealer when the grain was inspected at the terminal market. It was of vast importance that some agreement for co-operation in this regard should be arrived at.

The discussion of this topic was participated in by Fred Mayer of Toledo, J. W. Snyder of Baltimore, C. F. Mason of Chillicothe, and others. The prevailing sentiment was that a grain dealer could not be too careful in grading the grain bought by him from farmers. In the case of the admixture of rye with wheat it was brought out that in the Toledo market such a mixture would grade No. 3 or lower, while in the Baltimore market it would frequently grade "rejected." It was thought better to let a competitor have such grain at his own price rather than to run any risk by over-grading it.

President Grimes recommended formulating a resolution on the subject, to which sellers of wheat might be referred. After considerable discussion, however, it was left to the judgment of the secretary to make whatever announcement to the members on the grading of grain that he might consider desirable.

Secretary McCord appealed to the members for a special effort to get their neighbors to join the Association. The following new members signed

the constitution and by-laws: Patty & Coppock, Paulding, Ohio; Frank Windiate, Paulding, Ohio; C. C. Kerr, McClure, Ohio; Albert Dickinson Company, Chicago; John E. Leas & Co., West Manchester, Ohio; Chamberlain Bros., North Lewisburg, Ohio; Frank Felger, Degraff, Ohio; Scioto Grain Co., Chillicothe, Ohio.

The convention then proceeded to the election of officers. President H. S. Grimes was re-elected president for the ensuing year, unanimously. Mr. Grimes acknowledged the honor in a graceful speech of thanks, and promised to do all within his power for the good of the Association.

A. E. Clutter was renominated for vice president, but declined the honor on account of illness and consequent inability to give the office his attention. At his request his nomination was withdrawn, and he nominated E. A. Grubbs of Greenville, who was elected unanimously, the rules being suspended and the secretary being instructed to cast the ballot of the convention for Mr. Grubbs.

Secretary J. W. McCord of Columbus was renominated and J. W. Snyder was delegated to cast the ballot of the Association for Mr. McCord, thus unanimously re-electing him.

This brought the first session of the convention to a close, and an adjournment was had until 8:45 o'clock Thursday morning.

The following grain dealers were in attendance: H. S. Grimes, Portsmouth, Ohio, and wife. J. W. McCord and daughter, Columbus, Ohio. A. E. Clutter, Lima, Ohio. Seymour & Ochs, Canton, Ohio. Scioto Grain Co., Chillicothe, Ohio. C. F. Barnhouse, Morrill, Ohio, wife and sister. Chamberlain Bros., North Lewisburg, Ohio. Frank Drew, of Wm. Drew & Sons, Delisle, Ohio. J. O. Stevens, Chicago, representing the Albert Dickinson Co.

Frank Windiate, Paulding, Ohio. Huntington Fitch, Erie Dispatch Line, Buffalo. J. W. Snyder, of Hammond & Snyder, Baltimore, Md. C. F. Mason, Chillicothe, Ohio. E. A. Grubbs, Greenville, Ohio. C. C. Kerr, McClure, Ohio. W. O. Patty, Fletcher, Ohio. J. S. Dewey, Blanchester, Ohio. C. Rhonemus, Reesville, Ohio. J. P. McAlister, Columbus, Ohio. H. D. Boroff, of Schaeffer & Boroff, Dayton, Ohio. John E. Leas, West Manchester, Ohio. Frank Felger, Degraff, Ohio. J. W. Simmons, Pemberton, Ohio. J. W. Channel, Melvin, Ohio. Fred Mayer, of J. F. Zahm & Co., Toledo. R. D. Sneath, Tiffin, Ohio. J. W. Yeasel, Moorefield.

SECOND DAY'S SESSION.

The adjourned session opened at 9 o'clock a. m., Thursday, June 13, with the following additional members present: M. F. Crissman, Manchester, Ohio; C. D. Crissman, Buffalo; F. Schleintz, Eldorado, Ohio; H. C. Everhart, Horrs, Ohio; W. H. Dodge, Mechanicsburg, Ohio; F. K. Hogue, Toledo; C. A. Hunter, Mechanicsburg, Ohio; J. L. Moser, Wren, Ohio; C. N. Adlard, Piqua, Ohio; Heger & Harp, Versailles, Ohio; L. S. Churchill, Toledo, of Churchill & Co., Buffalo.

The business transacted at the opening session was explained to the members who were unable to be present and was approved by them.

No further business being presented to the meeting, Mr. Huntington Fitch, on behalf of the Erie Dispatch Line, extended an invitation to the grain dealers and their wives to participate in an excursion in Buffalo harbor for the purpose of inspecting the terminal elevator and transfer facilities of the port. Mr. Fitch's invitation was accepted with thanks, and about thirty of the members and friends repaired to the foot of Main Street and took passage on a tug boat, escorted by Division Freight Agent Duehl, of the Erie Dispatch Line, and visited all the points of interest in the harbor. The process of loading and unloading grain from vessels into cars was inspected, and the latest construction in movable elevators was explained to the visitors.

On return to the landing the entire party visited the Buffalo Merchants' Exchange, and then dispersed, the next regular meeting to be held at Columbus.

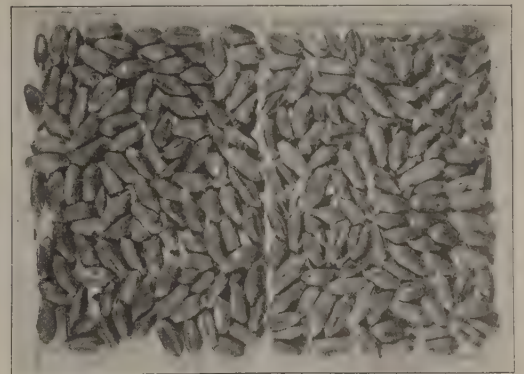
"SWEATING" IN THE STRAW AND IN THE BIN.

A correspondent of the "American Miller" sends two samples of wheat, portions of both of which are reproduced herewith. This wheat was grown on the farm of M. B. G. Eidson near Greenville, Ohio. It was from the same seed and sown on the same ground in 1899, yet there is seven pounds difference per bushel in the two samples. The correspondent saw this wheat while it was being taken in at the mill and got his information from Mr. Eidson himself.

The difference between the two samples is not adequately shown in the cut. Sample 1 tests 63 pounds to the bushel. It passed the "sweat" in the stack before threshing. It is plump, hard and of a bright red color. Sample 2 tests 56 pounds to the bushel. It was threshed in the field and passed the sweat in the barn. It is not plump and is faded in appearance.

The difference shown by the tests is very apparent in the wheat, though the light wheat shows up in the cut much better than the wheat itself appears to the eye.

Dealers as well as farmers are interested in get-



SAMPLE 1.

SAMPLE 2.

ting the best wheat possible, and here is something that should be brought to the attention of all. The sweating process is a perfectly natural one. It is apparently the end of the ripening process, and should be gone through in the straw. The discrepancy in weight is surely enough to set people thinking.

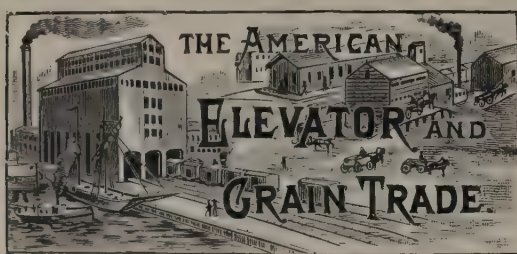
FIRST NEW WHEAT.

The first car of new wheat from Oklahoma arrived in Kansas City on June 10, from Hennessey, in charge of the shipper, W. L. Farquharson, and was consigned to W. E. Croysdale & Co. The wheat graded No. 3 red, and was fairly dry, and would have graded No. 2 if allowed to go through the sweating process. It was harvested and thrashed on Friday, June 7.

This wheat breaks the Kansas City record for early shipments and is four days ahead of last year's first arrival.

The wheat was sold at auction by Secretary E. D. Bigelow, and was bought by Moses Bros. Grain Company, at 75½ cents, or at a premium of six to seven cents.

Railroads are always anxious to get the full earning capacity of their cars, and shippers may some time be desirous of getting their grain to market in spite of a car famine. This may be responsible for the constantly new records being made in utilizing the capacity of cars in loading for shipment. This is the latest and best record made on oats: On May 28 there was unloaded at the Santa Fe Elevator, Chicago, a car of oats, initial No. 7,708, Northwestern R. R., containing 105,790 pounds. The capacity of the car was 50,000 pounds. The grain was probably inspected subject to approval.



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CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

REFRIGERATED CORN.

It is a new complaint in Chicago that the out inspection is too severe. But for all that it is not necessarily an indictment of the inspection office that will stick that some corn inspected in as No. 2 was not allowed to go out as of the same grade. Corn may depreciate in quality in store. It is notorious that when delivered on warehouse receipts it is always as near the line as the inspector will permit.

But the recent episode which drew criticism of the department was in regard to corn that had been in the elevator for months, but on inspection out was declared too damp to grade. On the face of it this looks like an arbitrary ruling.

The inspector's theory of the misgrade, however, was simply this: The corn was put into the elevator during the winter, when the weather was cold. The corn, of course, was chilled. Agreeing that the corn remained in condition until moved out, it also necessarily remained thoroughly chilled, and the moment that corn struck the warmer air of May the moisture of the atmosphere instantly condensed on the surface of the grain, all of which became in a twinkle covered with dampness and was too wet to grade. This is a very common experience and well within the observation of every man and is true of any kind of refrigerated produce handled in the same way, grain included.

The remedy is obvious. The cold grain must be brought by careful handling within the elevator as the weather moderates, to bring it up slowly to the temperature of the outside atmosphere into which it must go when shipped. If this is done the atmospheric moisture will not condense upon the grain, nor will it be artificially covered with objectionable moisture. Hence the

necessity of handling winter stored grain repeatedly in the house as the weather moderates before shipment.

THE ILLINOIS MEETING.

The annual meeting of the Illinois Grain Dealers' Association was one of the best in recent years. The attendance was large, the temper of the proceedings excellent, while the interest was maintained to the very close.

The most conspicuous legislation was the adoption of a new constitution and affiliation with the National Association, with the subsequent reference to that body of a set of trading rules, proposed for adoption by the local association, thus recognizing the potential power of the National and also the propriety of having trading rules based on universal and not merely on local usage in the trade.

The only new general officer elected was President Costello to succeed B. S. Tyler, who is unable physically, for the present at least, to serve the Association in any capacity. Mr. Costello is a member of the firm of Crocker & Costello, at Maroa, a man in the prime of life and one of the best known grain men in central Illinois. He has been a member of the Illinois Association from the very first—was one of its organizers—and has been on its directory for many years. He has devoted as much time to its routine work, in fact, as any man that can be named. While the promotion is a kindly recognition of his services to the Association, it is also, and more, a tribute to Mr. Costello's personal character as well as to his executive ability and sound practical business sense. Mr. Costello's will certainly prove an able and forceful administration of the Association's affairs.

The new board of directors also contains some new blood and a number of men of conspicuous ability.

On the whole, the official board for the year promises a new era of enthusiastic work for the Association, which is certain to broadly widen its sphere of influence during the coming twelve-month.

MR. PHILLIPS ON 40-CENT CORN.

Mr. Geo. H. Phillips was banqueted by the great Grain Growers' Association at St. Paul on June 13, which advertised an annual meeting of 50,000 to 100,000 farmers and had a convention of twenty-three delegates. Mr. Phillips, in his banquet address, must have been "moved by the spirit of the occasion." His solution of the problem, how to keep corn at 40 cents, was peculiarly Hanleyesque—government granaries with the government ready to pay 40 cents for corn at any and all times, and a farmers' bank with \$50,000,000 of capital, ready to buy 50,000,000 bushels of corn futures at any time and "spoil the bears," who will never dare to put over 15,000,000 to 20,000,000 bushels on the market at any time.

Why is it that men will still turn to that fetish, the omnipotence and omniscience of government—or of any other combination of men? These are but things of man's own creation, and are never any better or wiser than the men who administer them. If Mr. Phillips' theory were a practical recipe for 40-cent corn by government action, it would be equally prac-

ticable for a private company to bring about the same conclusion.

If Mr. Phillips can submit proofs sufficiently cogent to warrant the government's undertaking any such program, he can in two days' time raise all the capital needed to carry out the same program from his own office and may pocket such share of the profits thereof as his own or his colleagues' conscience would permit. It is really a surer thing than any scheme Col. Sellers ever dreamed of.

STIBBENS AS NATIONAL SECRETARY.

The recommendation by Mr. G. L. Graham, to the consideration of the Illinois Association, of Geo. A. Stibbens of Coburg, Ia., as a desirable man for secretary of the National Association was timely. Coming from St. Louis, it was a graceful tribute to a man whose quality St. Louis has had occasion to learn in the most direct way.

Honor and integrity are not the only qualities a successful secretary must have. He must be courageous but not rash, shrewd but with no taint of sharp practice, tactful as the diplomat, for that, too, he must be, and, moreover, he must be a practical grain man with no pet fads of petty reforms to muddle his views or obscure the essential reforms for which he must strive. The mere theorist is the last man to be thought of for the place.

Mr. Stibbens' success in the past has come because of the severely practical character of his work. This is what the new National will need. It will do well to keep an eye on Mr. Stibbens.

THE I. AND M. CANAL.

The campaign of the Illinois Valley Grain Dealers' Association in behalf of the Illinois and Michigan Canal has reawakened some little interest in the "canal counties," where the freight rate map by Mr. Frank J. Delaney, published in these columns in May, has opened some eyes to the value of the "old ditch" as a freight regulator. The situation was well put by Mr. Allen of the Rock Island Route to the Association named, at its last meeting, when he said that one burden of the Rock Island officials is the complaints by competing lines of the low rates made by that route in the canal country. Yet he had to confess the Rock Island charged "all the traffic would stand"—with the canal open.

The contention of the "American Elevator and Grain Trade" that the dilapidated condition of the canal is due to the bad management of the canal commissioners themselves is corroborated by one of the best of authorities, to wit, Mr. Wm. Thomas of Ottawa, who was from 1857 to 1885 connected with the canal in all capacities from master mechanic to general superintendent, a period covering the "golden age" of the canal. Without going into the details of an interview with him, published by the Ottawa Free Trader of May 19, it may be said that since Mr. Thomas went out of office, July 15, 1885, there has been practically no dredging done in the canal. The two dredges which he found necessary to work continuously to keep the Summit level open for navigation (owing to the scandalous manner in which the "deep cut"

of 1871 was made) were tied up immediately after his removal. One of these, at Lockport, has never lifted a yard of dirt since 1885, and is now in hopeless decay, while the other has been used only at infrequent intervals and never in the Summit level. In fact, so lax has been the management of the canal, Mr. Thomas does not hesitate to say that the commissioners have practically forfeited the land grant by the United States government in aid of the canal, which was given with the proviso that the canal should be forever maintained with a surface width of not less than sixty feet and a depth of not less than six feet for its entire length. Should the government elect now to do so it could no doubt cause the entire grant to be declared forfeited and secure a judgment for \$1.25 per acre for said land against the state of Illinois.

At any rate, it is now up to the canal commissioners to see that the canal is maintained in navigable condition; and it is believed the people of the canal counties have now enough information on the subject to intelligently keep their eyes on the commissioners and their future management of the "old ditch."

DISTRIBUTION OF FARM PRODUCTS.

Senator Kyle's subcommittee of the Congressional Industrial Commission has quite surprised the public by a common-sense report on the economic status of boards of trade and middlemen generally in the grain trade. Recalling the political antecedents of Senator Kyle and the tendency of legislators to grandstand plays for the benefit of the farmer, it was naturally expected that the Commission would attempt to riddle the entire system. Instead, the recent report of the subcommittee on the "Distribution of Farm Products" commends boards of trade and grain buyers as not only legitimate, but as absolutely necessary to the economical forwarding of grain, etc., from the farm to the producer.

In these days all economical distribution is dependent on the perfection of the organization of the machinery of distribution. The discovery of men's wants, the quickest and cheapest ways for supplying those wants, and the creation of new wants, in which new or old products form a considerable part, are not spontaneous processes, but are the results of careful study by experts, while the perfection of the organization is forced by the stress of competition among experts. As a result of all this, the paradox appears of an increased price paid to the producer (or what means the same, an increased profit to the producer), and a less price paid by the consumer. The loss between falls on the middleman, whose nominal profits decrease directly, although his real profits may increase indirectly with the increased volume of business which perfection of organization creates.

This is substantially the view taken by the subcommittee named. It found that if the farmer had to take the risks of distribution it would increase the risks of his capital, raise his interest rate and increase the cost of production, which in turn would reduce his profits by reducing consumption which increases only as prices decrease and decreases as prices increase above normal. In other words, the producers and consumers together, without the middlemen (or the

speculative interest, as the report calls it) at work, would have to divide the risks of distribution between themselves, and neither of these interests are prepared to do this. The work of the speculative interests, then, is to (1) localize the risks of distribution among a special class of experts in distribution, who (2) relieve the producers and consumers alike of the expense and risk of carrying a year's production, thus enabling both to use their cash as capital for other purposes of production, while (3) competition is the great force tending to reduce the profits of the speculative interests to the minimum per unit of commodity handled.

It is to be regretted the Commission has not an appropriation available to publish this report in quantity for distribution among producers. It would have a wholesome effect, and especially would do not a little to correct the tendencies of such tom-fool movements as that of Bucklin and Butler in Kansas and Hanley in Minnesota at this moment.

ARBITRATION IN TEXAS.

Advocates of the wider application of the principle of arbitration to the settlement of differences between grain dealers will find support of the most valuable sort in the reports made to the Texas Grain Dealers' Association at its last annual meeting, reported in this issue of the "American Elevator and Grain Trade." We are not aware that the principle has been put to a practical test to such extent by any other grain trade association as by the Texas Association; and there the experience of not less than two years with this system is in every way encouraging to the friends of arbitration as a substitute for the law courts.

Settlements were made by the Texas committee in a large number of cases, involving about \$6,000 in money last year; yet it was all done in a systematic manner, without friction and at very slight expense to the individual litigants. The arbitrators were men of known integrity and good judgment and their decisions were in all cases acquiesced in by all concerned as right and just. It is, besides, significant that non-members in a number of cases arbitrated with the same assurance of fair treatment, and received it, as did members themselves.

ST. LOUIS WEIGHTS.

The St. Louis receivers naturally are not particularly pleased with the advertising that market has had during the past few months as conspicuous for bad weights. They even insist now that the matter was exaggerated. However that may be, the receivers acted with the greatest promptness, and have the satisfaction of finding their critics all agreeing that the weights in that market are now as satisfactory as those of any market in the country. This should be compensation for much previous criticism.

But Mr. Thos. K. Martin, secretary of the Merchants' Exchange Board of Weighing, is authority for the statement that the present system, satisfactory as it may be to shippers, is to be supplanted about July 1 by a still better official system, by which the weighman's weights will be checked by a state official, so that every weight taken shall be revised before being passed for record. As the present writer under-

stands it, it is the idea of the Kansas check-weight bureau applied under official control to all scales weighing grain entering the St. Louis grain market. It is difficult to understand how St. Louis could have devised a better substitute for her former practice.

KANSAS FARMERS AS SHIPPERS

President Bucklin of the Kansas Coöperative Grain and Live Stock Association has opened an office in Topeka directly across the hall from that of Secretary Smiley of the Kansas Grain Dealers' Association and "declared war." Mr. Bucklin is very sanguine. He says he has enough business pledged to support a large commission firm. But "large" is only the first degree of a comparison.

Just how much of a pipe dream this recent coöperative movement in Kansas is, or may turn out to be, remains to be seen. In addition to the association named above, probably a dozen farmers' companies, perhaps more, have been organized this spring in Kansas, eight during the last half of May especially to co-operate with the association named. Through these associations it is expected to force the railroads to supply cars to scoopers more promptly than they have in the past year or so. It is also possible that some coöperative elevators may be built, but probably not many—the farmer hates to put up cold cash now for a probable profit some time in the indefinite future.

The movement is already under the handicap of a suspicion of politics, with which both Messrs. Bucklin and Butler are tainted, and while it may be in a measure unfair as their apologists say, to thus beg the question to the disadvantage of the Coöperative Association, one cannot avoid thinking that men are known, like trees, by their fruits. One excited opponent of the movement at Beloit says it is "only a scheme of eastern capitalists to get a lot of these elevators started and then buy them in, thus swindling every stockholder in the company and the farmers as well. 'Steer shy,' he says, 'of coöperative elevator companies if you don't want to get your fingers burnt. The best you can get is the worst of it in companies of this kind.'"

While one is hardly prepared to indorse this theory of the wicked purposes of "eastern capitalists," one is not so sure this Cassandra is in error when he advises farmers against all co-operative schemes. Few of them have so far worked well, for when the direct profit element is eliminated, as it is from the organization plans of all these associations, the incentive of the management to make them indirectly profitable is also eliminated. And this is what makes them objectionable from the regular grain dealer's standpoint. A business that is not expected to make a profit, like a receivership, is always a nuisance. When the coöperative association does go in to make a profit it ceases to be a cut-throat, because it must, and while it may not have a hearty welcome from the competitors, it is always treated with the respect due to a legitimate trader.

The higher courts continue to rule that deals in futures in a legitimate exchange are not gambling trades.

EDITORIAL MENTION

The National Association meets at Des Moines, but the date is not yet announced.

The country barn builder, like the scalper, has been about eliminated from the grain trade.

Minneapolis Chamber of Commerce seats are held at \$2,000, with bids of \$1,950 to \$1,975, which is getting pretty close to the Chicago figure, and is giving Minneapolis quite a shine.

The American Railway Association, at its late semi-annual meeting, agreed upon a standard freight car, 36x8½x7½ feet in size, containing 2,295 cubic feet, but postponed final adoption of this standard until October next.

The Western Indiana Division of the Grain Dealers' National Association will hold its annual meeting at the Lahr House, Lafayette, Ind., on June 26 at 2 and 8 o'clock p. m. It will be a most important meeting, and every member should be present.

F. D. Coburn of the Kansas Department of Agriculture, who has been called "the model secretary," has issued another of his monographs, the subject this time being "Short-horn Cattle," which is included in the pamphlet containing the last quarterly report of the State Board.

The way the Chicago Board behaved the other day when wheat took a sudden bulge reminds one of a young colt that shies at everything within sight. The Phillips method has taught the shorts that while a corner may not really corner, it has recently acquired an uncomfortable way of squeezing that is not to be despised or ignored.

The column of "Court Decisions," always to be found in this paper, is an exclusive feature (found in no other grain trade journal) and is alone worth more than the paper costs. These abstracts of the latest decisions cover a wide range of transactions of typical character, and should be carefully preserved by every dealer against a time of possible need.

Some Indiana millers are still ordering bags by the 75,000 to loan to farmers. It does not appear, however, that the farmers, or the mills' other customers for flour, have so far acquired the habit of buying flour sacks to loan to the mills. Perhaps this quid pro quo, which would be entirely proper under the circumstances, has not occurred to the rural flour buyers of Indiana.

The Christie concern at Kansas City is still walking around with a chip on its shoulder, which the Commissioner of Internal Revenue does not knock off. Why? Meantime, however, that official continues to rule on the status of the private wire and branch offices, which are held to very strict lines. The latest ruling goes still further than former ones and says puts and calls trading will be taxed at the bucketshop

rate of \$2, while transfers of such trades are also taxable at the same rate, making a tax of \$4 each \$10,000 of value.

The editor of Pope & Eckhardt Company's circular says that "before long every big speculator will own and operate his own special crop reporter—under cover—have his effusions published as necessity demands, and the public editorially cajoled into accepting such utterances as gospel."

The annual report of the president of the New York Produce Exchange showed a continued proportional falling off of business in grain at the port of New York, as compared with the outports. The same old complaint is made of discrimination against New York by the New York roads in favor of the outports. Well, if New York roads won't protect New York, whose funeral is it?

Further experiments by the government's agents in Alaska in 1900 added force to the previous demonstrations that considerable areas of Pacific slope of that country are capable of producing grain and vegetable crops, even on a considerable scale. But it is hardly likely the rush of farmers and elevator men thither will ever equal that of the gold seekers and the gamblers.

The botanist of the seed laboratory division of the Agricultural Department calls attention to the fact that more or less clover seed on the market was heavily adulterated with trefoil, especially naming samples from dealers in New York and Maryland. New York samples analyzed showed that seed valued at \$9.25 per 100 pounds carried 42 per cent of trefoil, and nearly 3 per cent of sweet clover.

The bucketshop, according to the internal revenue office, is disappearing, but its place is being taken by branch offices of "private wire" houses. At any rate, not less than a dozen concerns have been opened in small inland cities of the Northwest during the past thirty days, claiming such connections and using more often Minneapolis quotations (and Chicago also), which are "received every fifteen minutes."

The Chicago Board of Trade on the 10th snowed under the proposition to authorize trading in puts and calls by an overwhelming majority (448) on a large vote (623) of the members. This is not the first time this proposition has been defeated, and so long as option trading is illegal under Illinois law, the dignity of the Board would be best conserved by an official killing of this proposition without again submitting it to a vote.

Those learned pundits who have been telling the American corn farmer that he is the Simon pure "agricultural monopolist" of the world, and that America is the only corn field, must have been surprised during May and early June at the cable from Broomhall to the effect that "Ireland continues to take Danubian corn," while other Liverpool cables of June 6 said that "Danubian offerings of corn were relatively cheaper than American and considered better value." We are, of course, "some pumpkins" in corn, but it is just as well to remember that we

are not quite the whole thing, after all. Europe does raise quite a bit of corn, but it seldom appears in American count until an artificial or real bulge in American prices brings it into view, and then it cuts a figure in shutting so much corn out of western Europe.

The National Association of State Railroad Commissioners, at the recent San Francisco meeting, unanimously adopted a report recommending the passage by Congress of the Cullom bill, amending the interstate commerce law. This action agrees with the repeated recommendation of nearly all the great commercial organizations of the country, but thus far all pressure seems to have been resisted by that immovable body, the United States Senate.

The speech of W. C. Bayles of Mt. Pleasant, delivered before the convention of the Iowa Grain Dealers' Association, was a masterly statement of the harmful effects to the grain trade of the present landlord's lien law of Iowa. This obnoxious law, which in character is not confined to Iowa alone, with its powerful tentacles threatening to fasten upon the unsuspecting dealer and suck the financial life out of him, should, in all justice and reason, be stricken from the statute books, and a continued agitation to that end should be maintained, in season and out of season.

After an illness of several weeks, Editor Denison B. Smith of the Toledo Daily Market Report, about June 1 returned again to his post in his editorial work, and also to his desk as secretary of the Toledo Produce Exchange. The venerable secretary's hosts of friends in the West trust that by this writing he has been entirely restored to his usual health. There is not much room for the play for personality in a market report, but even the hard and fast lines of this formal document are not inflexible enough to hide the genial character of the editor of the Toledo Report.

The New York Produce Exchange has authorized the appointment of a committee of seven to formulate rules to the extent of permitting delivery, with a difference, of a lower grade on contracts calling for specific quality. Some New Yorkers had a "bad quarter of an hour" with corn during the late Phillips episode in that cereal, and think this method of forcing deliveries would put a quietus on the "corner." No doubt it would, but a better reason for the adoption of such a rule by boards of trade generally would be the fact that it should tend to improve the price of off-grade stuff at all times.

A movement is on foot at Chicago which has gone so far, we understand, as to require now only the approval of and promulgation by the Railroad and Warehouse Commission to institute a new system of grain inspection at Chicago. The plan is to grade on the basis of standard samples, which is expected to bring about a uniformity of grading on all tracks not now existing. Then there will be a permanent appeal board, composed of men not interested in any way in the grain inspected, but who are nevertheless grain experts. This is substantially the present Minnesota system, which, while it has not prevented howls from the country, has

during a year's practical trial proved reasonably satisfactory at the terminals. It is further proposed to have different inspectors to handle the "in" and "out" grain, each set of men being confined to one side of the inspection.

Perhaps the criticism of the seed men of the manner in which the government's seed contract of last year was executed has had its effect, for the contract for next year's distribution, let to the same company, has been canceled. This precaution may not be of much benefit to the regular seed dealer, but it may be of some benefit to the government, and not a little to the incipient paupers who receive this form of congressional largess.

The Kansas City Board of Trade is again on the map, using Chicago grain quotations, after reliance on Minneapolis for some months. The Board offers to continue quoting Minneapolis if the latter exchange will pay the bills, \$200 per month. From which it appears that Kansas City, like Artemas Ward in his efforts to defend the Union, is "willing to sacrifice" all its wife's relations to make it pleasant for Minneapolis and not hurt her feelings.

Criticising the Minneapolis Times' statement that "many shippers do not weigh their grain at all," a paper at Annandale, Minn., declares they do, but adds: "It ought to be compulsory that out scales of not less than 30,000 pounds' capacity be placed in every elevator shipping grain. The operator at houses without scales is compelled to pay the losses by leakage and stealage or be prosecuted on his bond." From which one is led to infer that the operator's lot is not always a happy one, even if he does weigh his grain carefully—with a foot rule.

Now, of course, as there are prophets and prophets, one cannot be expected to back any particular one, unless one is running a deal, but incidentally it may interest the readers to know that A. Kropff of Abilene, Kan., on May 30, had a vision of the "lean kine." He immediately sold his forty-five acres of wheat for \$1.50 per acre, including cost of harvesting the crop for the buyer. As the wheat was then in fine condition and as the weather has since been propitious, something seems to have been previous in this deal—either the vision or the prophet.

Elevator building continues brisk in all parts of the grain belt. This is a good sign. It shows a healthy condition of the trade, and especially of the tendency of dealers in the trans-Missouri territory to establish their business on permanent lines. The only objectionable feature is the tendency to overdo it. Because two or three elevators in a town can each do a good business is no criterion that four or five can each do as well. The volume of grain to be handled does not usually increase in equal proportion. In consequence, when new men come in the inevitable scramble must be gone through with, and all lose money. In Kansas the railroads very properly try to limit the number of elevators to the actual requirements of the station, and no doubt will do this, so far as possible. The railroad commissioners are, however, beginning to hear complaints of the railroad's refusal to permit unnecessary duplication of elevators on their rights

of way, so that in spite of the populists to the contrary, regular dealers are not likely to permanently reduce their elevator competition, even if they do so temporarily.

Keck & Young, grain dealers at Yates Center, Kan., announce that they will begin suit against the Santa Fe Route for not furnishing them with grain cars on demand. This suit would be of great service to the grain trade. Presumably the common carrier must perform all the service for which the public gave it a franchise; as a matter of fact, in times of a car famine it does not do that nor attempt to do so beyond a certain point. In times of car famine, then, what is the liability of the road to the shipper? This is the question that needs settlement.

The new directory of regular Illinois grain dealers, compiled by B. F. Walter, traveling representative of the Illinois Grain Dealers' Association, and published by that body contains something like 1,200 names, arranged, in the first place, by towns, on given lines of railroad, and then alphabetically in the index. There is also an index of the twenty-four railroads represented in the general list, and a directory of regular receivers in the fifteen markets most frequently patronized by Illinois grain shippers who are known to be in sympathy with the Association.

A country paper tells the story of an Alton car from which more than 400 bushels of good white corn leaked out between Joliet and Chicago. At every revolution of its wheels the car lost some corn, and in some places as much as a bushel was lost every 100 to 200 feet. The reporter said that the loss would fall on the Alton road. Where it can be shown that the loading of the car was properly done by the shipper to protect the grain, the road would be legally liable for the loss, but in order to hold the road for damages the shipper would have to show reasonable care.

When a shipper who is careful in his own methods finds one market habitually agreeing with his weights and another as habitually disagreeing with them, he is justified in his suspicions of the integrity of the latter's methods and should take such action as he thinks necessary for self-protection. But, speaking of shortages, although it is now a very old story, Mr. Foss, at Chicago, as can every other weighmaster in the country, points out that shippers still continue to encourage shortages—not only encourage them, but handle their cars to make full terminal weight practically impossible. Leaks are not guarded against, even when shipping weights are accurately taken, as though a man were not expected to guard every danger. A large percentage of cars still arrive in bad condition, which is not all the fault of the carrier. Railways do not yet supply grain shippers with watertight cars nor perfect doors; nevertheless shippers continue to act on the assumption that all cars they receive are watertight and supplied with perfect grain doors, and load them accordingly. Therefore, shortages continue at all markets, and will just so long as shippers believe that only the men they read about in the papers are careless.

Trade Notes

The American Belting Co., Youngstown, Ohio, has been incorporated with a capital stock of \$50,000 to manufacture belting of all kinds.

Moulton & Evans, manufacturers of the popular Evans Wagon Dump, have moved their office from 304 Corn Exchange to 909 East Eighteenth Street, Minneapolis, Minn.

The Riter-Conley Mfg. Co. of Pittsburg, Pa., are getting their share of business from the Texas oil fields. They are supplying the J. M. Guffey Petroleum Co. of Beaumont with tanks for holding over 2,000,000 barrels of oil.

A. T. Ferrell & Co., Saginaw, Mich., makers of the Clipper Grain and Seed Cleaners, and who are also owners of a majority of the stock of the Saginaw Basket Co., are erecting an office building to be used by the two companies.

We have received from the Whitman Mfg. Co., Garwood, N. J., a copy of their new Catalog A, containing 32 pages. Part I is devoted to B. & C. Friction Clutch Pulleys for gas, gasoline or oil engines. Part II covers line shaft clutches, clutch couplings, wood split pulleys, etc.

The Jeffrey Mfg. Co., Columbus, Ohio, are sending out Circular No. 61 containing a few dozen illustrations of the almost endless variety of elevating and conveying appliances which they manufacture, for use in nearly every line of industry. They will supply a complete catalog upon request.

The Sykes Steel Roofing Co. of Chicago, Ill., among recent large contracts has taken the order for the siding and roofing of the J. Rosenbaum Grain Co.'s new elevator at South Chicago, Ill.; the Rialto Elevator Co.'s new elevator at South Chicago, Ill., and the new railroad elevator at Montgomery, Ill.

The Kansas City Hay Press Co., Kansas City, Mo., have sent us a copy of their new circular describing their Lightning Balanced Engine for gas or gasoline. This engine possesses some really novel features in its construction, and intending purchasers should get a copy of the catalog and give it a careful reading.

The Fort Wayne Foundry & Machine Co., Fort Wayne, Ind., have just issued a catalog of their Wayne Gas Engine. The descriptive matter is concise and well written, and the illustrations show both details of construction and the complete engines in a very satisfactory manner. All interested parties should request a copy of this catalog.

The Vilter Mfg. Co., 800 Clinton Street, Milwaukee, Wis., call attention in their advertisement this month to their improved Corliss Engines and the Easy Car Pusher, which are now used by many in the trade. "This car pusher works like a charm" is the report they received from the Morris & Butt Transportation Co., Kansas City, Mo., to whom they recently shipped an Easy Car Pusher.

Upon formally opening the new buildings that have recently been added to the plant, the officers of the Otto Gas Engine Works, Philadelphia, gave their employees an entertainment, banquet and dance. The talent employed belonged in the works and furnished a varied and interesting program two hours long. About four hundred of the Otto people participated. The event was a great success and is noteworthy as an evidence of the good feeling that exists between this company and its employees.

The Joseph Dixon Crucible Co., Jersey City, N. J., have just issued a handsome catalog of their numerous graphite productions. It is an exceedingly artistic piece of illustrating and printing and gives one quite a comprehensive view of this splendid American industry, which has for its field the entire world. The uses to which graphite is put are constantly increasing. The Dixon Company issue special pamphlets devoted to the various classes of their productions, two of which should be particularly interesting and instructive to our readers, namely, the one on graphite lubrication and the one on graphite paint. The latter is un-

doubtedly one of the finest products for protecting ironclad buildings, smokestacks, etc., subject to exposure to heat, dampness, gases, etc.

The Borden & Selleck Co., Chicago, report the sale of large Howe Scales to the following parties: Northern Grain Co., Mortons Siding, Iowa; L. J. Dawson, Washington, Iowa; John Fatke, Bicounty, Ill.; Younglove & Boggess Co., Taopi, Minn.; Coon Bros., St. Joseph, Ill.; Wm. Kroetter & Co., Stuart, Neb.; Torpin Grain Co., Nickerson, Neb.; Nye & Schneider Co., Crowell, Goenner, Swedeburg, Fremont and Lindsay, Neb.

The Huntley Mfg. Co., Silver Creek, N. Y., are distributing cards bearing the following invitation: "You are respectfully invited to visit us at the Pan-American Exhibition, East Section Stadium. We are exhibiting entirely new types of machines and shall have competent attendants in charge." Every grain man who is "put off" at Buffalo this season will certainly do himself an injustice if he fails to respond to this invitation. When the Huntley people say they have something worth seeing they mean it.

The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., are making use of a timely piece of advertising in the shape of a folding map and street directory of the city of Buffalo. Every visitor to the exposition from the ranks of the grain trade should have one of these useful little maps bearing the compliments of the above company. He should also accept the company's invitation to take a look at the 2,500,000-bushel fireproof elevator which they are building for the Great Eastern Elevator Co. of that city.

After it had been thoroughly demonstrated in actual operation that it was a substantial improvement, the Invincible Grain Cleaner Co., Silver Creek, N. Y., about a year ago placed on the market their Invincible Compound Shake Double Receiving Separator. It has met with remarkable success since that time. The machine has two fans, giving powerful and yet controllable air separations. It is fitted with the latest type of traveling brush under the cockle screen, to prevent clogging. It stands perfectly quiet when in operation, requiring little or no bracing. It has already been adopted by some of the leading elevator operators in the country, all of whom speak in high praise of it. The company report the following as among the recent orders booked for this machine: Pillsbury-Washburn Flour Mills Co., Ltd., Minneapolis, Minn., one No. 11 size. Brooks-Griffith Co., Minneapolis, one No. 12. Limond Grain Drying Co., Brooklyn, N. Y., one No. 10. American Malting Co., Chicago, one No. 9 for the Hales & Carden house, and one No. 8 for the Larrabee Street house. Texas & Pacific Railway Elevator Co., Westwego, La., four No. 9 size. Portland Flouring Mills Co., Portland, Ore., one No. 13. Donaldsonville Rice Milling Co., Donaldsonville, La., four of the No. 6 size, especially adapted to handle rough rice. Noblesville Elevator Co., Noblesville, Ind., two No. 13. Moore Grain & Elevator Co., Kansas City, Mo., one No. 13. These separators are built in sizes ranging in capacity from 150 to 6,000 bushels per hour. The manufacturers claim that they are unequaled in finish, and that only the very best of everything is employed in their manufacture. They ask that intending purchasers look into the merits of this machine. They will cheerfully furnish any information desired.

In our last issue we announced the prospective formation of the American Grain Purifier Constructing Company through the purchase by D. H. Stuhr of Davenport, Iowa, of a half interest in the patent of McCray, Morrison & Co. covering their process of purifying and drying grain. This company has now been organized with a paid-up capital of \$250,000, with headquarters at Davenport, Iowa, and Kentland, Ind. As the reader will see by reference to the full page advertisement in this issue, this process is now offered to the grain handling public. The process is for improving the quality of grain by removing all such impurities as smut, mold, must, ground odors and the like, and also by removing wholly or in part, stains and discolorations without affecting the original state of

the grain as matured before cutting. The device employed to carry out this process is essentially a chute placed 15 or 20 feet from the elevator and built of cribbing or brick. Connection is made with the elevator proper by means of spouting and conveyor. The structure is only a few feet square inside and may be built of any height from 30 feet up. The interior is fitted with shelves at regular intervals. In connection with this structure a brick oven is used for generating the fumes, and cooling chambers are also employed, and the application of the cooled fumes and steam to the grain is under the absolute control of the operator. The work is done instantly and the capacity of the device may be regulated to suit the capacity of the elevator, ranging from 1,000 bushels per hour or even more passing through the chute. In offering their process to the public the American Grain Purifier Constructing Company believe they have something which will annually save millions of bushels of grain, by restoring it to its natural state. Those who are interested should write the company for full particulars.

EDWARD G. HEEMAN.

The many friends of Edward G. Heeman, who predicted last fall, on Mr. Heeman's removal to New York to engage in the cotton business, that



EDWARD G. HEEMAN.

he would be unable to abandon the grain business permanently, have won all the money that's coming to them. Mr. Heeman has returned to his early love.

On reëmbarking in the grain business in Chicago Mr. Heeman has formed a connection with Arthur R. Jones & Co., a firm whose reliability and standing in the grain trade is unquestioned; and with the push and incentive which Mr. Heeman gives to all his undertakings, the lines of the firm's business in Chicago and the West will undoubtedly be broadened and strengthened.

It is also Mr. Heeman's intention to take up again his "Grain Trade Talks," a series of booklets edited by him and with which the grain trade is familiar. The last of the "Talks" was published about six months ago. They were all favorably received, by the trade, by whom their renewal will be welcomed. Mr. Heeman promises that the new subjects which he will take up will be fully as important and as interesting.

Receipts of grain at Buffalo to June 11 were 11,000,000 bushels short of corresponding period of a year ago.

The Glucose Sugar Refining Company has absorbed the Chas. Pope Glucose Company of Geneva, Ill., and the National Starch Company, with plants in various states. The Refining Company has capital of \$37,667,600, the Starch Company \$16,558,000 and the Pope Company \$1,000,000.

A NEW ST. LOUIS COMMISSION FIRM.

A new firm, which promises unusual strength, both in experience and financial standing, has recently been organized to do a general receiving and shipping business at St. Louis, Mo. The style of the firm is the Parrott-Baxter Grain Co., and the officers are: T. P. Baxter, president; James Parrott, vice-president; F. A. Roennigke, secretary; Trave Elmore, treasurer.

T. P. Baxter, president of the company, is a grain dealer of 30 years' experience and has made his home at Taylorville, Ill., for the past 28 years. For 22 years he was manager of the line of elevators of Sprague & Co. of Rhode Island, and on leaving this concern in 1891, he organized the Pratt-Baxter Grain Co., with which he has been connected ever since. He has been for years associated with the Illinois Grain Dealers' Association and has held nearly every office in the gift of this organization.

Mr. Parrott has been on the St. Louis Merchants' Exchange for about 12 years and is well known as a man of ability in the grain trade. He spent considerable time formerly in traveling and has many friends among country grain dealers.

Mr. Elmore is a grain dealer of Ashland, Ill., and owns a line of six elevator at various points. Like Mr. Baxter, he has been prominent in association work.

F. A. Roennigke gained his experience on the St. Louis Merchants' Exchange, with various firms. He has been upon the floor about 13 years.

The new firm starts out with every facility and equipment for establishing a promising business.

THE MAXIMUM AND MINIMUM OF CHICAGO'S ELEVATORS.

In Chicago and Cook County there are nearly one hundred elevators, and a few figures concerning the height, area and capacity of the largest and smallest of these houses will undoubtedly be interesting.

The three elevators of the largest area are the Minnesota Annex, 75,884 square feet; the Alton, 70,000 square feet, and the Mabbitt Elevator, 66,515 square feet.

Those covering the smallest area are, the Middle Division, 1,744 square feet; Stege Bros.' Transfer at Matteson, 1,936 square feet, and the Fitchburg Elevator, with 2,331 square feet.

The height of the tallest houses from grade to top of cupola are: Armour's Elevator "D," 170 feet; Santa Fe "A" and Calumet "A," each 165 feet, and the Merritt Elevator "A" and the Chicago & Erie, 160 feet each.

The three lowest houses include the Hayford Elevator, which is only 40 feet high to top of cupola and is the lowest in Cook County; the Mercer Elevator, 56 feet, and the Grand Crossing Elevator, 70 feet.

Elevators of the largest storage capacity are as follows: Armour's "B" Annex has a capacity of 3,250,000 bushels; South Chicago Elevator Company Elevator "C" and "C" Annex is second with a capacity of 3,000,000 bushels, and the Nebraska City Packing Co.'s Elevator with 2,240,000 bushels.

Those houses of the smallest storage capacity are the Evanston Elevator, with only 10,000 bushels' capacity; Michigan Central Elevator "B" and the Middle Division Elevator at Harvey and Chicago & Grand Trunk No. 2 have a capacity of 30,000 bushels each, and the next on the list is the Matteson Elevator with 40,000 bushels.

The following list comprises those houses having the largest number of elevator legs and also those having the least number: Armour's Elevator "A" and "B," 32 legs; Armour's "D," 25, and Armour's "C," 24 legs. Those houses containing the smallest number are the Grand Crossing Elevator and Truitts (Klondike) and Sibley "A," with one leg only to each. Those equipped with two legs are somewhat more numerous and as follows: Stege Bros.' Transfer Elevator, the Middle Division, Hayford, Oxford, the Gerstenberg and the Fitchburg elevators. Houses having three legs each are the Hawkeye, Michigan Central "A," Minnesota Annex, Mercer, Counselman's (Englewood), Columbia and Atlantic.

BRAUN'S AUTOMATIC WEIGHING MACHINE.

The importance of absolutely accurate weights to the grain dealer cannot be questioned. Whether he be receiver or shipper, his profits and the growth or decline of his business hinge largely upon this important operation. It should not be entrusted to irresponsible employees or uncertain machines. It should be reduced to mechanical perfection and absolutely controlled from the office of the owner, operator or superintendent.

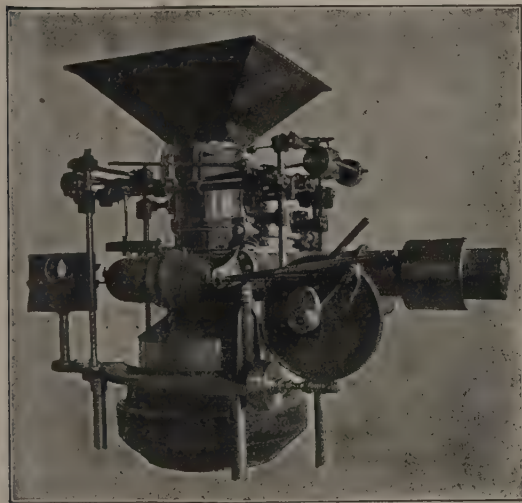
This is the problem to which William F. Braun, a mechanical engineer of long experience, has devoted his time exclusively for the past eight years. Our illustrations are made from one of his machines, which is now on exhibition at room 36, 85 Fifth Avenue, Chicago. The machine is in actual operation, weighing grain, and Mr. Braun will take pleasure in showing it and explaining its merits to any interested party.

A novel feature of this machine is that it feeds with constantly decreasing volume, which reduces from 48 inches to only $\frac{3}{4}$ of an inch feeding surface. It weighs absolutely accurate under all circumstances. The weighing devices are entirely disconnected from all the other mechanism, so that the scale beam has no function to perform aside from its duty of weighing the grain.

All mechanism, such as the feed and discharge is operated by electro-magnets, which are actuated from circuits closed by the scale beam or parts connected therewith. All electrical connections are absolutely protected and cannot be tampered with.

The scale is connected with an indicator which may be located in the office or at any desired point or points in the plant, and the machine can be entirely controlled from any of these points. The indicator registers each discharge and can be set so that if it is desired to ship a given quantity of grain, the scale will be stopped as soon as such quantity has been weighed.

The scale weighs entirely by equilibrium and not by momentum, so that errors are absolutely im-



NO. 2. BRAUN'S AUTOMATIC WEIGHER. IN EQUILIBRIUM.

possible. The machine can be built for any desired dumping capacity, from 1 to 200 bushels. The scale on exhibition is a $3\frac{1}{2}$ -bushel machine having a capacity of 630 bushels per hour. By increasing the capacity of discharge any desired loading capacity per hour may be attained.

All working parts of the machine are well protected, so that its accuracy cannot be in any way influenced by surrounding conditions, such as accumulations of dust, etc. The escape of dust when the receiver is discharging is prevented by a movable sleeve on the receiver, carrying a broad flange, which rests upon the platform when the discharge takes place.

The scale beam rests entirely upon two knives made of the best tool steel. These are so arranged that only a few minutes are required to remove the old knives and replace them with new ones. The machine represents a high order of mechanical designing and construction, is neat in appearance,

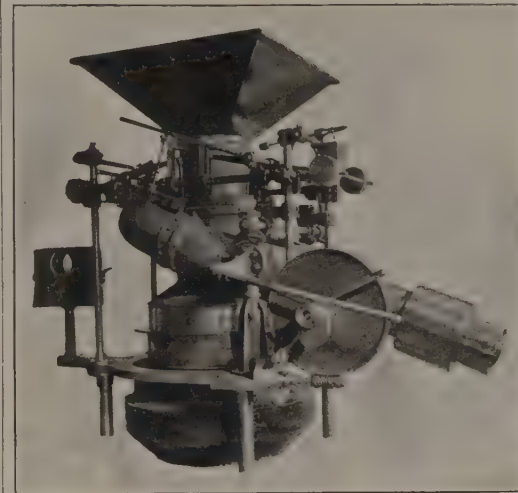
and gives the impression of durability and accuracy. There are absolutely no delicate parts on the machine and none that can get out of order under any circumstances.

Mr. Braun is willing to guarantee the durability and accuracy of any scale delivered by him, for a period of 10 years, and he will put one in for any reliable house subject to 30 days' trial.

GRAIN DOORS CAUSE OF SHORT-AGE.

[A paper by Weighmaster Foss of Chicago, read at the annual meeting of the Iowa Grain Dealers' Association, at Des Moines, April 25, 1901.]

That leakage in transit is a serious matter is demonstrated by the reliable figures of shippers in cases where accurate loading weights are taken. When 30,000 pounds was considered a large load



NO. 1. BRAUN'S AUTOMATIC WEIGHER. HIGHEST POSITION—FEEDING.

(and this was not very long ago), the same material was used for grain doors as now, when the average weight of a carload is much greater (I will add, more than twice as great), and the size of the door opening considerably larger. We have had a great many instances where the loads weighed over 100,000 pounds; and it is an everyday occurrence for us to weigh cars loaded from 15 per cent to 30 per cent over their capacity. We have weighed several 50,000-pound-capacity cars with considerably over 100,000 pounds of grain in them. Only a few weeks ago we had one that contained 103,600 pounds, or 3,237 bushels of oats. The most we have ever unloaded from a 50,000-pound-capacity car was 106,290 pounds of corn; and the largest car we have ever unloaded was an 80,000-pound-capacity car which contained over 112,000 pounds of corn.

Is it any wonder that the grain door is usually the weakest point in the car and the cause for the major portion of shortages?

From April 1, 1900, to April 1, 1901, 12,279 of the cars weighed by my department arrived at the elevators in a leaky condition; 5,478 of them had defective grain doors; 2,669 were leaking over the grain doors, while the leaks on the balance, or 4,132 cars, were due to the faulty condition of the cars at other points. You can see that decidedly the largest per cent (or about 66 per cent) of the leaks was due to defective grain doors.

Too many grain doors are made of cheap, cull lumber which is entirely too weak to withstand the pressure. Very often one board in a door of this kind is much weaker than the others, and there is no way of discovering it until the car has been in transit or switched around and it springs out to such an extent as to allow grain to leak between the boards. Consequently this class of doors should either be doubled or braced by sufficient cross boards fastened to each board. This should also apply to the additions which are built above the lower grain doors.

When cars are not equipped with patent grain doors and grain doors are made up entirely of single boards, they should be thick and strong enough to prevent boards from bulging.

A great many serious leaks are caused by the patent grain doors shifting and bulging, thus causing a leak at the bottom and end of the door.

Where shippers have the improved loading spouts, grain is often thrown high up into the ends of the cars, thus leaving a depression in the center, and in boarding them up they do not extend the boards high enough above the grain at the door; and the car, in being moved and knocked about, causes the grain to level itself, consequently a leak over the door.

Oftentimes grain does not level itself until it has arrived in railroad yards and the inspectors have knocked the boards off, and in being switched to terminal unloading point grain is lost over grain doors.

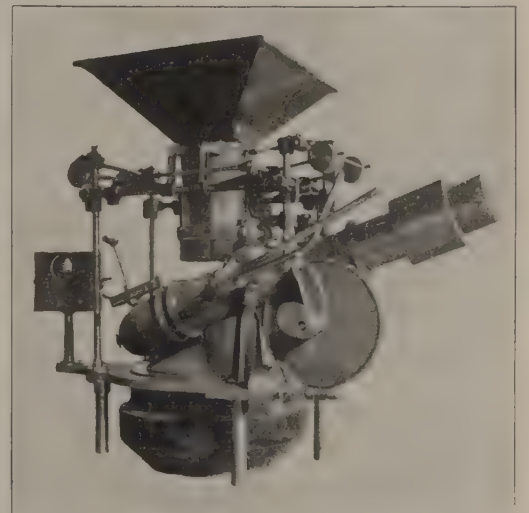
As I said before, we had 2,669 cars leaking over grain doors in the past year; and you can see that this matter should be taken into consideration quite seriously by the shippers. Of course, we all know a great many of the overflows are due to inspectors and samplers knocking off the top board or boards when inspecting and sampling.

Another cause for leakage is that some shippers neglect to board up the end windows, which are merely hooked or bolted; and if the grain is higher at any part of the car it will leak out of this window when it levels.

I also wish to mention other points of a car where most leaks occur, aside from the grain door, which are these:

At the junction of the side braces on the floor between the door and end of car. There is a heavy strain at this point, frequently causing the sheathing to spring away from the side sill. A leak here is not often noticeable unless the car is jarred. If you will examine cars at this point you will find that a great many are bulged and sometimes have been repaired by driving in additional nails, consequently are apt to leak before arriving at destination.

Draw-bars, king-bolts and end-posts are also factors that figure largely in leakages.



NO. 3. BRAUN'S AUTOMATIC WEIGHER. LOWEST POSITION—DISCHARGING.

Since the introduction of the air brake, the automatic coupler and the gravity track, it is our opinion that cars receive somewhat rougher treatment than they did before; and if it is so, a greater number of leaks must be the result. With the pocket coupler there is not so much danger to switchmen, as they are not required to go between cars in coupling, and cars are allowed to come together at times with much more force, which would naturally have a damaging effect. This, however, does not mean that all leaks are due to this treatment, as many of the discrepancies in weights are due to negligence elsewhere. Part of this is due to improper care taken in preparing cars for shipment.

The condition of cars is something to which all shippers and receivers of grain should pay close attention. I believe that less than 30 per cent of the grain shippers have an accurate knowledge of the amount loaded into a car; consequently, only

a small portion of the amount of shrinkage caused by leaks, accidents and poor condition of cars can be collected from the railroad companies by the shippers or their eastern representatives. I think I am safe in saying that at present not 60 per cent of the actual leaks are reported against the cars, for the reason that at least 40 per cent of the leaks are discovered by employees of railroad companies, and, of course, repaired before they arrive at point of unloading. After this percentage of leakages is demonstrated, and after the leakages are discovered to be the fault of the carrier, there is always a chance of liquidation and certainty of delay in settlement, which works hardship on the grain merchants. This is the state of the case after honest exertion has been made to secure fair play by those interested.

Shortages are caused by faulty and decrepit cars or those never intended for grain; also by the loose methods of loading and unloading. The railroad companies are clearly responsible for the first three causes; the shipper is responsible for the loose methods in loading, and his eastern representative is responsible for the loose methods at terminal points. Loose methods at terminal points should be corrected by your representatives, of which my department is one.

In loading cars, I would suggest that you carefully examine king-bolts from the inside of the car, and if not in good condition cover them with boards securely fastened. Then see that the end window is properly boarded and that the grain doors are made of good, substantial lumber, properly fastened and braced on the inside. If patent grain doors are used, see that they are secure at the bottom on the outside to prevent bulging and fastened so it will be impossible for them to shift, as the moment the end of a patent grain door slips beyond the door post, there will be a serious leak. Also have the doors boarded high enough to prevent overflows; but not too high, as it is necessary for the inspectors to get into the cars to inspect them; and when cars are boarded unnecessarily high it causes inspectors to knock off boards in order to get in to inspect. Then you know some of us are lazy, and when a shipper causes an inspector to do unnecessary work, that inspector is not so apt to be as careful of the shipper's interests in regard to spilling grain.

In closing, I will say that when you take into consideration the fact that our past year's experience shows that one grain door in every 48 cars arrived at the elevators in a leaky condition, and in view of the fact that we weighed 393,900 which contained 413,595,000 bushels, you can readily see the importance of looking well to the cooping of grain doors.

IMPROVES THE GRADE OF CORN.

After five years' labor Dr. George Cyril Hopkins, of the University of Illinois, has succeeded in greatly improving the chemical composition of the corn kernel. The experiment is regarded as one of the most important of its kind ever undertaken. The full result will be reported by Dr. Hopkins within a few weeks, in a bulletin to come from the Champaign Experiment Station. During the five years the experiment has been in progress Dr. Hopkins has gathered a vast amount of data which prove beyond a doubt that the composition of corn can be markedly changed by proper breeding. From corn containing an average per cent of protein, or real food portion, and oil, in 1896, the doctor has produced corn of much higher protein and oil content, and other corn much lower in both these components. A piece of ground designated "the high protein plot" was planted in corn of 10.92 per cent protein in 1896, and in 1900, by annually planting selected seed, the average of the crop harvested was 12.32 per cent protein. In the "low protein plot" the content descended from 10.92 to 9.34 by the same process of selection. Similar results were obtained in the oil plots. Both were planted with corn containing 4.70 per cent of oil, and the one raised a crop in 1900 of 6.12 per cent oil and the other 3.59 per cent.

The benefits of Dr. Hopkins' experiments can

scarcely be overestimated. Were the improvements made in the oil content carried over the state it would mean \$800,000 increase annually in the value of the Illinois corn crop. Corn oil is the most valuable product of the cereal, it selling at five cents a pound. The improved variety raised by Dr. Hopkins contains 4-10 of a pound more than ordinary corn, and 20,000,000 bushels are bought annually by glucose factories, where the advance in price is made gladly for corn rich in oil.

Speaking of the demand for different kinds of corn for different purposes, Dr. Hopkins said: "For general feeding purposes corn with a higher protein content is needed. For use in the various factories and distilleries, where starch and glucose are manufactured and where the corn oil is extracted, corn containing a higher percentage of starch and oil is needed.

"For the production of the higher grades of pork it is absolutely necessary that we have corn which contains less oil than is found in ordinary corn. Both Germany and Canada are now substituting large quantities of other grains for American corn in pork production because it is too rich in oil.

"Of course a mere beginning in this work has been made. It must be extended and advanced till these scientific principles which have been discussed and demonstrated become agricultural practices, till we shall produce different kinds of corn for feed and factory, as we now produce different kinds of cattle for beef and milk."

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Warehouseman Has No Lien For Balance of Accounts.

The contention that a warehouse lien is a general lien and gives a right to retain for a balance of accounts relating to similar dealings, the Supreme Court of Mississippi holds, is not to be maintained. It says (Shingleur Johnson Company against the Canton Cotton Warehouse Company, 29 Southern Reporter, 770), that it is a common law lien, which is the creature of policy, and is a specific or particular lien, which attaches only upon each separate bailment, and is lost when all the articles of each bailment are delivered to the bailor or his assignee; that is, delivered to the party or assignee of the party for whom the same were stored.

Carrier Not Liable On "Spent" Bill of Lading For Conversion.

A bill of lading for 50,000 bushels of oats consigned to the shippers' order contained a provision which required that it should be surrendered to the carrier upon the delivery of the oats. The oats were delivered to the party entitled to them at the time, but the bill of lading was not taken up. Subsequently it was transferred as security for a debt of some \$15,000. But the Third Appellate Division of the Supreme Court of New York holds that when the carrier refused thereafter to honor the same it could not be held for a conversion of the oats.

It says (National Commercial Bank against Lackawanna Transportation Company, 69 New York Supplement 396), that after the delivery of the oats to the party at the time entitled to them it was a "spent" bill, and could not be operative to transfer the title of the oats to anyone. And this it holds was so although the carrier had violated a part of its contract contained therein by not requiring its surrender when it delivered the oats. Notwithstanding such neglect, it says that the party to whom the oats were delivered was none the less the rightful owner of them and entitled to their possession and the bill of lading could never thereafter operate to deprive said party of such rights.

Thus the delivery of the oats to the rightful owner was not a conversion of them by the carrier; and the subsequent transferee of the bill of lading,

which then had no interest whatever in them, had no just complaint against the carrier for so doing. And inasmuch as assignee of the bill of lading acquired no title whatever to the oats therein mentioned, it never obtained any right to demand the possession of them of the carrier.

Nor does the court consider the carrier liable to such assignee for breach of contract, on account of its neglect to take up the bill of lading when it delivered the oats, when sued for conversion. Whether in another form of action the carrier would be liable the court does not decide, but merely suggests that it is a very serious question whether by its neglect to take up the bill of lading it did not incur a liability to the assignee thereof for the losses sustained by reason of the reliance put upon the provision referred to.

A Sale of Oats by the Bushel.

A Massachusetts statute requires that all contracts for the sale of oats shall be by the bushel or by the cental. Certain parties made an oral contract by which they were to sell and to deliver oats by the bag, hay by the ton, and corn by the bushel, at current rates, in such quantities as the purchaser should order from time to time. The oats they delivered under this contract were charged to the purchaser by them by the bag, at current rates. Were they entitled to recover payment for the oats?

That was the question presented by the case of Eldridge and others against McDermott, 59 North-eastern Reporter, 806. The case was sent to an auditor, who found, if it was admissible, that according to a trade usage among grain dealers the term "bag of oats" meant two bushels of 32 pounds each, and that the purchaser understood when he made the contract that a "bag of oats" meant sixty-four pounds of oats, not including the bag, and that that was what he was to receive from the selling parties, who understood the same. The auditor also found that the sellers had the greater part of the oats shipped to them in bulk, and weighed and bagged them at their store, putting sixty-four pounds in each bag; that oats consigned to them by the bag were weighed by them, and each bag contained sixty-four pounds; and that each bag delivered to this purchaser was weighed, and contained sixty-four pounds.

Now, if, when parties have contracted orally, as one of the terms of the contract, to sell oats by the bag, such a sale is to be regarded, under any and all circumstances, as a sale in violation of the statute, the Supreme Judicial Court of Massachusetts says that it is clear that the evidence of usage above mentioned was inadmissible, since evidence of usage cannot be shown to justify an illegal sale. But it does not think that the rule can be laid down so broadly. Notwithstanding the form of the phrase, it thinks that it would be open to the parties to show, if they could, by any competent evidence, that the sale was in fact a sale by the bushel. Wherefore, it holds that in this case the evidence of usage was rightly admitted.

This left the question of whether, in view of the usage and of what was done in weighing and delivering the oats, the sale was to be regarded as a sale by the bag merely, or as a sale by the bag of two bushels in a bag; in which case the court thinks that it could be in effect a sale by the bushel. And, considering what the usage showed and the auditor found, the court holds that this was in effect a sale of oats by the bushel. The fact that the oats were charged on the sellers' books by the bag it pronounces immaterial, so long as it was understood that they were to contain two bushels of thirty-two pounds each. It is difficult to see, the court adds, how the purchaser could have lost any benefit which it was the purpose of the statute to secure to a buyer. Moreover, it distinguishes between this case and one where oats were sold and charged by the bag, and "there was no evidence that they were sold in any other way than as charged, nor that the same were weighed or measured, nor of the quantity contained in each bag, other than that they were of the value charged."

LANDLORD'S LIEN LAW.

[A paper by N. S. Beal of Tama, Iowa, read at the annual meeting of the Iowa Grain Dealers' Association, at Des Moines, April 25, 1901.]

I hold in my hand a monument of human wisdom. It is section 2992 of the code of Iowa: The Landlord's Lien Law. Permit me to read it:

A landlord shall have a lien for his rent upon all crops grown upon the leased premises and upon any other personal property of the tenant which has been used or kept thereon during the term, and not exempt from execution for the period of one year after a year's rent or the rent of a shorter period falls due, but such lien shall not in any case continue more than six months after the expiration of the term. In the event that a stock of goods or merchandise, or a part thereof subject to a landlord's lien, shall be sold under judicial process, order of court, or by an assignee under a general assignment for benefit of creditors, the lien of the landlord shall not be enforceable against said stock, or portion thereof, except for rent due for the term already expired, and for rent to be paid for the use of the demised premises for a period not exceeding six months after date of sale, any agreement of the parties to the contrary notwithstanding.

Whoever framed that law was not lying awake nights thinking about the grain buyers. Under that law the landlord has nothing to do in the premises; no duties to perform; no responsibilities to carry; nothing whatever to do but wait for his rent to come in; nothing but sit in the shade and smoke and rest and dream while the tenant and grain buyer worry it out between them. For if the tenant, like Richard, "Determines to prove a villain," and skips the country without paying his rent, the landlord need not care. The grain buyer must pay the bill.

Under that law the grain buyers must act as surety for every tenant in the state. You have got it to do whether you will or no. You have no choice in the matter. Your only escape, under the law as it now stands, is to sell out and quit the business. You may indorse your neighbor's note, or sign his bond, or you may decline to do so, if you choose, there is no compulsion in the matter. Going security for your neighbor is an act of your own volition, and is a game of chance, and like all games of chance, is wrong in principle. But if you take the chance and lose, you cannot blame the law. But this landlord's lien security is a creation of law, and, like the shirt of Nessus, you cannot put it off.

Mr. Brown, a landlord, rents his farm to Jones, a tenant, Jones agreeing to pay a certain sum in cash as rent. If the agreement be a verbal one the terms may be locked in the memories of the two contracting parties. If in the form of a written lease, the document may be pigeon-holed and the public is no wiser; and the law does not require it to be recorded, nor made public in any way. It is supposed that it does not concern the public or any third party. Jones ploughs and plants and harvests and hauls his grain to market. And the grain buyer buys the grain and pays for it. And Jones, the tenant, puts the money in his pocket and then, "Folding his tent like the Arabs, silently steals away" in the night time and out of the country, and never pays his rent.

Here we have three parties—the landlord, the tenant and the grain buyer. No one denies that the landlord has rights, and sacred ones, too. But there are others who ought to have some rights, for it is not fair to give all the rights to one man. Under the present law the grain buyer has no rights which the white man is bound to respect. He is told that he bought certain grain on which a certain landowner has a landlord's lien; that the landlord's right is a first right and a sacred right, and ought not to, and shall not, be defeated; that a landlord's lien is, to all intents and purposes, a chattel mortgage, and that everybody knows that a person buying mortgaged property does so at his peril.

But I am here to say that there are certain vital and distinctive differences between a chattel mortgage and a landlord's lien. To forget these differences is too much like the proposed division of the hunt when the white man said to the Indian, "You may have the crow and I will take the turkey. Or I will take the turkey, and you may take the crow." A chattel mortgage must be acknowledged and must be recorded. A landlord's lien need not be

recorded and need not be acknowledged, without which it cannot be recorded. A man about to buy some property may go to the recorder's office and examine the records, and if there is nothing of record he knows there is no valid mortgage against it and he may buy and buy for keeps. But where shall the grain buyer go to find the records of landlords' liens? The Lord only knows where. Nowhere. There are no records. The law does not require it. The grain buyer must learn of these liens if he can—which he can't—or if he cannot, he must suffer if the tenant is a rascal.

Again. The maker of a mortgage dare not sell such property without permission. A tenant may sell when and where he likes and who shall say him "nay?" The law says any mortgagor who sells mortgaged property without the written consent of the holder of the mortgage is guilty of larceny, and may be sent to the penitentiary. Why does not the law make it a crime for the tenant to sell property covered by a landlord's lien? The law is silent as the tomb about the tenant's right to sell, and it is a principle in law that what is not prohibited is allowed. The law allows a tenant to sell this property covered by a landlord's lien. The law allows the tenant to skip and leave the grain buyer to pay his rent. I don't know what others may think of such a law, or, rather, I should say I know that certain state senators think it a very good and wise and just law, but for my single self, and begging everybody's pardon, I must say, damn any such law as that.

This law would have been amended at the last session of the General Assembly had enough of the state senators been willing. The amendment passed the house and was defeated in the senate by a vote of 24 to 25. After the amendment had passed the house and got into trouble in the senate, but before it came to a final vote, a party of us came to Des Moines and attempted to argue the question with the senate committee to which the bill had been referred. We had in that party most of the grain men of Des Moines and some from other points. We had Lee Lockwood, Shepard, Warren, Brown, Bowen and B. A. Lockwood, the president of the National Association. And Mr. Hunter, the president of the Southwestern, and his famous chief-of-staff, the man from Coburg, who, while seeming to have all the meekness of Moses, is as full of fight as a hornet, and while full to the brim with wisdom on most points, still, like Napoleon, doesn't know enough to know when he is whipped. But he got whipped that time.

We were all ingloriously whipped. And while we were treated with all the regulation political politeness, with plenty of handshakes and smiles and blandishments, we found, when the smoke of battle had cleared away, that one fellow had voted on the wrong side and we were whipped.

But we need not care. Our proposed bill was not a good one. It did not go nearly far enough. It changed the present law only in requiring a landlord, who intends to preserve his lien, to have his lease written and duly acknowledged and then recorded among the county records, where the grain buyers may find these liens the same as mortgages may be found. But the proposed amendment was a weak one, inasmuch as it failed to make it a crime for a tenant to sell property covered by a landlord's lien without permission, the same as a chattel mortgage. It seems to me that a landlord's lien is, in principle, so like a chattel mortgage that they ought to be treated alike in law. Both should be written, both acknowledged and recorded, and the tenant, like the mortgagor, should be deemed guilty of a crime if he sells such property without the written consent of the landlord. Here we would have ample protection of the rights of all three parties, which the defeated amendment of a year ago would have failed to give.

Under such an arrangement every right and protection which the landlord now has would be fully preserved, provided he had a written lease duly recorded. The grain buyer could make for himself, or have someone make for him, a list of all landlords' liens as they are recorded. He could thus know what customers it would be safe to pay and

what tenants it would be unsafe to pay, and in the cases where there is a recorded lien against the property he could ask for a written order from the landlord before making payment. And a fair analysis of such a law would show that no honest tenant would be embarrassed or hindered in any way. None but the dishonest tenants would lose any material rights. And such loss of rights would only be the loss of the right to escape the penalty of what ought to be in law, and which is in fact, a disreputable outrage and a crime.

We had a great time among the state senators. The arguments which they gave against our bill should be written in a book and handed down through the coming ages as curious antics of the human intellect. I can remember but a few of their arguments. I was never able to comprehend any of them, and none of them were believed even by the senators themselves. They took us to be a wandering band of simple orphans, who believed the moon to be made of green cheese and no larger than our father's shield, and that any old thing would go with us.

But there was one dear old boy—from the sixth district, Senator Arthaud by name—who won for himself a warm place in all our hearts. For although none of us came from his district, and none of us had any claim on him, yet he, seeing, like all of them, as I verily believe, the injustice under which the grain buyers suffer, was manly enough to come bravely to our relief and to try his best to pass a law which would be just to all. And along with Senator Arthaud were twenty-three other good men. I will not allow any apology for the remaining twenty-five. On most questions, I know, men may honestly differ. And on the language of our proposed amendment men may differ. But on the fact of the iniquitous injustice of the present landlord's lien law I cannot comprehend how any sane intellect can honestly say the grain buyer is not entitled to relief.

But we love these state senators just the same. Probably because we are told to love our enemies. When looked at from our distant homes through the small end of the spy-glass, the senator appears large and grand. But when bearded in his den, beneath the gilded dome, he is no more awful than ordinary men. He defeated us because he was afraid. The specters of indignant landlords flitted across the field of his imagination, like Banquo's ghost across the stage, and he was afraid. It is our business to set up such a howl that he will be worse scared than ever he was over the specters of the landlords.

When I met Mr. Secretary Wells at Council Bluffs a month ago, he was kind enough to honor me with a place on his program and to direct me to prepare a paper on the Landlord's Lien Law, and especially asked that I should outline a method of procedure to work during the next political campaign, so we can be sure to send men to the legislature who will give the grain buyers the necessary relief. I'm a poor hand for this task. I am a poor politician. When I was a child I was taught to believe that if I trained myself to be honest I might hope some day to be President. I am still hoping. But in trying to learn how to be honest I was led away from politics. Mr. Stibbens is the man who ought to have had this subject. He is a native-born politician. The political wires which he has hanging all over his office would make a visitor think he had dropped into the general headquarters of the Western Union Telegraph Company.

It seems to me the main task is to overcome the indifference of the grain buyers themselves. This being done, the rest is easy. Many grain buyers are not aware of the danger under the present law. Many others, having never been caught, believe they never will be. And those who have had their fingers burned feel a sense of shame as though they feared the world would think them inexperienced and not up to snuff. But they need not feel so. Their misfortune came, not from general inexperience, but from an abiding faith in the unfeeling justice of the laws, which in this case too often proves but a delusion and a snare.

My notion is that the three grain associations of

the state should take this matter up jointly and bear the necessary expense in proportion to their membership. Every grain buyer in the state should be fully advised of the present law and of its dangers. First-rate legal talent should be employed to assist in drawing up a proper amendment, and great care should be taken to preserve all the rights of the landlord and of the tenant, for otherwise we shall be sure to be defeated. This amendment should be printed and copies mailed to every grain buyer in the state. And every grain buyer should elect himself a committee of one to labor with and pledge his candidate for the legislature. Perhaps some of the leading newspapers should be, and may be, persuaded to publish at the proper time editorials calling the attention of the public to a needless peril imposed by law upon a very worthy and respectable class in the community. The grain buyers' request for fairness need not fear the light of day. The present law, doubtless, was an inadvertence and its injustice was not intended. But the proposition is so plain and it is so easy to protect the rights of all and at the same time injure the rights of none, that I have an abiding faith that the good people of the state of Iowa will follow their instinct and make the right prevail.

"BEFORE THE WAR."

A notice in one of our morning papers, giving an interesting pen-picture of rapid work on one of the leviathan tramp steamers, unloading a general cargo and loading 300,000 bushels of grain in thirty-six hours, attracted the writer's attention and carried his thoughts back to 1860 and before, and to the crude methods of that time, says a correspondent of the Baltimore News. At that time the idea of great trunk lines to the West was an undeveloped dream. Norfolk and Baltimore were the great receiving centers of the eastern trade and supplied the coast cities from Savannah to Portland. These two points were naturally fierce rivals for this coast trade, the former receiving her supply from the Eastern Shore of Virginia and through the Dismal Swamp canal from North Carolina; the latter dividing the Eastern Shore (Va.) trade with Norfolk, and the remainder of her receipts coming from estuaries of the Chesapeake Bay. At this time grain from the West was an unknown quantity. Sometimes one market had a marked advantage in price over the other. The glut or famine, as the case might be, at one or other of the two ports, frequently made of these jealous competitors unwilling friends, and cargoes consigned to one port were ordered to the other and commissions divided.

A glance back at the mode of transfer of the cargoes from small sloops and lighters to sea-going vessels (all schooners) is at this day amusing but interesting withal, when compared with the present elevator system. The canal boat with her cargo of wheat or corn was hauled alongside the schooner, chartered, say, for Boston or Portland; a "grain fan" was on the deck of the latter, the tallykeeper (a city appointment) near; skilled negro laborers, droning a refrain, were filling, "striking" and passing the half-bushel measure from the hatch to the "fan," in motion over the hold of the receiving vessel and cleaning the grain. A half-bushel measure of grain in each 50 was weighed to arrive at an average.

These coast schooners carried an average cargo of 5,000 bushels and consumed two days in loading, provided the weather was clear. There was a dead halt in work and hatches on if raining or even if the air was quite damp. All the white flint corn sought the southern markets, to be crushed into grits; the yellow and mixed corn was for eastern markets and fed to stock. Freight rates from Carolina and Virginia to the two markets about equaled those at present from the far West to the coast. Freight from Norfolk or Baltimore to the East averaged 8 cents a bushel. The return cargoes consisted of lumber, lime, plaster and salt fish. The vessels were owned by the eastern traders, and many of them remained in this trade from their launching till wrecked or worn out.

Such were the crude methods of a half century

ago; so crude that a considerable average of cargoes reached their destination in heated condition. Occasionally large cargoes were shipped to Europe in squire riggers, though New York did the bulk of the foreign trade. While the whole system of handling, from barn to destination, seems unique and ludicrous at this writing, it was the best of the day. We can say everything in praise of the merchants engaged in it. John Williams & Son, the Corners, the Bowdoin at Baltimore; Grandy & Stout, Alex. Bell & Son, Hardy & Bros. and Williams & Sinclair at Norfolk were houses of wealth, intelligence and push, and whose word was as good as their bond.

PEAVEY SYSTEM OF GRAIN ELEVATORS.

The Peavey system of elevators is the most extensive and complete in the United States, in fact, is the largest elevator system in the world, comprising as it does sixteen distinct terminal and line companies. The number of terminal elevators is 17, with a combined storage capacity of 25,300,000 bushels, and there are 431 line or country elevators, with a total storage capacity of 10,500,000 bushels.

For the purposes of distinction these sixteen companies have been divided into two classes, known as "terminal" and "line," those houses in the first-named class being companies owning and operating elevators with capacities running into the millions, at the large railroad terminals; such elevators are largely fed by the "line" companies. In some cases a company will be included in both classes. The line elevator companies own and operate country elevators located at railroad stations and receive grain direct from the producers.

F. H. Peavey & Co., the parent concern, which controls the stock of the companies enumerated below, was organized in 1874. Its members are: Frank H. Peavey, founder of the firm; George W. Peavey, his son, and F. T. Heffelfinger and F. B. Wells, his sons-in-law. The general offices are located at Minneapolis, with branch offices in nearly all the western and northwestern cities.

The following is a list of "line" Peavey companies:

Peavey Elevator Company, Frank H. Peavey, president; F. B. Wells, general manager; George W. Peavey, secretary; G. B. Flack, assistant secretary; headquarters, Minneapolis, Minn. This company owns and operates 107 country elevators on the line of the Chicago, St. Paul, Minneapolis & Omaha and the Minneapolis & St. Louis railways; aggregate storage capacity, 2,250,000 bushels.

Monarch Elevator Company—Frank H. Peavey, president; Alex. Stewart, vice-president and general manager; Alvin K. Godfrey, secretary; S. A. Harris, treasurer; head offices, Minneapolis, Minn. This company owns and operates 117 country elevators on the line of the Northern Pacific and Chicago, Milwaukee & St. Paul railways; total storage capacity, 2,750,000 bushels.

Duluth Elevator Company—Frank H. Peavey, president; F. B. Wells, vice-president; W. H. McWilliams, general manager; D. F. Johnson, secretary; George W. Peavey, assistant secretary; general offices, Minneapolis, Minn. This company owns and operates 96 country elevators on the line of the Great Northern Railroad and has an aggregate storage capacity of 3,000,000 bushels.

Omaha Elevator Company—Frank H. Peavey, president; A. B. Jaquith, general manager; E. P. Peck, secretary; G. F. Deaver, treasurer; general offices, Omaha, Neb. This company owns and operates 80 country elevators on the line of the Union Pacific Railroad in the state of Nebraska, and has a total storage capacity of 2,000,000 bushels.

Midland Elevator Company—F. H. Peavey, president; F. T. Heffelfinger, vice-president; J. E. Seaver, general manager; W. C. Miller, secretary; headquarters, Kansas City, Mo. This company owns and operates 31 country elevators on the line of the Union Pacific Railroad in the state of Kansas; combined storage capacity, 500,000 bushels.

The following is a list of Peavey terminal companies and elevators:

Peavey Elevator Company—"Central" Elevator, located on the line of the Minneapolis & St. Louis Railway at Minneapolis, Minn.; storage capacity, 300,000 bushels.

Monarch Elevator Company—"Monarch" Elevator, situated on the tracks of the Chicago, Milwaukee & St. Paul Railroad at Minneapolis, Minn.; storage capacity, 1,250,000 bushels.

Omaha Elevator Company—"Union Pacific" Elevator, located on the line of the Union Pacific Rail-

way, at Omaha, Neb.; storage capacity, 1,000,000 bushels; and the "Peavey" Elevator, located on same railroad at Council Bluffs, Iowa; storage capacity, 1,500,000 bushels.

Midland Elevator Company—"Midland" Elevator, situated on the line of the Union Pacific Railroad at Kansas City, Mo.; storage capacity, 1,000,000 bushels.

Interior Elevator Company—B. H. Woodworth, president; F. B. Wells, vice-president; B. H. Morgan, secretary and general manager; C. F. Deaver, treasurer; offices, Minneapolis, Minn. The company operates the "Interior" elevators No. 1, No. 2 and No. 3, all situated on the tracks of the Minneapolis & St. Louis Railroad at Minneapolis, Minn.; combined storage capacity, 3,500,000 bushels.

Republic Elevator Company—F. H. Peavey, president; B. H. Woodworth, vice-president; B. H. Morgan, secretary and general manager; headquarters, Minneapolis, Minn. This company operates the "Republic" Elevator, located on the Northern Pacific Railway at Minneapolis, Minn.; storage capacity, 1,750,000 bushels.

Globe Elevator Company—F. H. Peavey, president; L. R. Brooks, vice-president; S. A. Harris, treasurer; A. L. Searle, general manager; E. N. Bradley, secretary; general offices, Duluth, Minn. This company operates the "Globe" elevators No. 1, No. 2 and No. 3, all situated on the line of the Chicago, St. Paul, Minneapolis & Omaha Railroad, at West Superior, Wis.; aggregate storage capacity, 5,000,000 bushels.

Belt Line Elevator Company—E. J. Phelps, president; F. T. Heffelfinger, vice-president; A. L. Searle, general manager; E. N. Bradley, secretary; general offices, Duluth, Minn. This company operates "Belt Line" elevators No. 1 and No. 2, situated on the Northern Pacific Railway at West Superior, Wis., combined storage capacity, 2,000,000 bushels.

Peavey Grain Company—Frank H. Peavey, president; Jas. F. Peavey, vice-president and general manager; Jas. Pettit, secretary and treasurer; headquarters, Chicago, Ill. This company operates "Peavey" elevators "A" and "B," situated on the tracks of the Elgin, Joliet & Eastern Railroad (Belt Line) at South Chicago, Ill.; combined storage capacity, 2,350,000 bushels.

Peavey Duluth Terminal—Frank H. Peavey, president; C. F. Deaver, treasurer; E. M. Stevens, secretary; general offices, Minneapolis, Minn. This company operates "Peavey" Elevator, situated on the line of the Great Northern Railroad at Duluth, Minn.; storage capacity, 5,000,000 bushels.

Peavey Grain Line Company—Frank H. Peavey, president; George W. Peavey, vice-president; W. C. Leiferman, superintendent of transportation; head offices, Minneapolis, Minn. This concern owns and operates 500 freight cars with a carrying capacity of 50,000 pounds each.

RECAPITULATION.

	Bushels.
Capacity of country elevators.....	10,500,000
Capacity of terminal elevators.....	25,300,000
Total capacity.....	35,800,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 8, as compared with same weeks last year, have been as follows:

Articles.	For week ending June 8. June 9.		For week ending June 1. June 2.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	3,065,000	1,156,000	3,065,000	2,054,000
Corn, bushels.....	2,079,000	3,100,000	2,079,000	3,704,000
Oats, bushels.....	811,000	1,383,000	811,000	720,000
Rye, bushels.....	153,000	128,000	153,000	70,000
Barley, bushels.....	98,000	157,000	93,000	154,000
Flour, barrels.....	369,800	273,700	369,000	417,900

Patmore & Co., Leith, Scotland: We may say that we find the "American Elevator and Grain Trade" most interesting to us.

Considerable corn, shelled and loaded into vessels last winter, was hot at Buffalo on arrival in May. About 1,000,000 bushels are affected.

R. G. Risser of Kankakee, Ill., one of the largest handlers of oats in the country, on May 17 wrote the Union Grain & Hay Company of Cincinnati that the country is practically bare of mixed oats. Mr. Risser is the owner of 30 elevators, and handled during the past season over 1,000,000 bushels of oats.

An agent of the Manitoba government who distributed 8,000 bushels of seed wheat this spring to farmers says that in the new country of Minotnas and Swan River, on the Canadian Northern alone, over 17,000 bushels of grain have been sown this year, and the country is filling up like a beehive.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending June 12 has been as follows:

May.	NO. 2 R.W. WHT.		NO. 1 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	70	71	70	71	51	52	38	39	52	53	171	172
13	70	71	70	71	51	52	38	39	52	53	171	172
14	70	71	70	71	51	52	38	39	52	53	171	172
15	70	71	70	71	51	52	38	39	52	53	171	172
16	70	71	70	71	51	52	38	39	52	53	171	172
17	70	71	70	71	51	52	38	39	52	53	171	172
18	70	71	70	71	51	52	38	39	52	53	171	172
19	70	71	70	71	51	52	38	39	52	53	171	172
20	70	71	70	71	51	52	38	39	52	53	171	172
21	70	71	70	71	51	52	38	39	52	53	171	172
22	70	71	70	71	51	52	38	39	52	53	171	172
23	70	71	70	71	51	52	38	39	52	53	171	172
24	70	71	70	71	51	52	38	39	52	53	171	172
25	70	71	70	71	51	52	38	39	52	53	171	172
26	70	71	70	71	51	52	38	39	52	53	171	172
27	70	71	70	71	51	52	38	39	52	53	171	172
28	70	71	70	71	51	52	38	39	52	53	171	172
29	70	71	70	71	51	52	38	39	52	53	171	172
30	70	71	70	71	51	52	38	39	52	53	171	172
31	70	71	70	71	51	52	38	39	52	53	171	172
June	70	71	70	71	51	52	38	39	52	53	171	172
1	70	71	70	71	51	52	38	39	52	53	171	172
2	70	71	70	71	51	52	38	39	52	53	171	172
3	70	71	70	71	51	52	38	39	52	53	171	172
4	70	71	70	71	51	52	38	39	52	53	171	172
5	70	71	70	71	51	52	38	39	52	53	171	172
6	70	71	70	71	51	52	38	39	52	53	171	172
7	70	71	70	71	51	52	38	39	52	53	171	172
8	70	71	70	71	51	52	38	39	52	53	171	172
9	70	71	70	71	51	52	38	39	52	53	171	172
10	70	71	70	71	51	52	38	39	52	53	171	172
11	70	71	70	71	51	52	38	39	52	53	171	172
12	70	71	70	71	51	52	38	39	52	53	171	172

* Nominal price. † Holiday.

During the week ending with May 17, Prime Contract Timothy Seed sold at \$3.50@3.60 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.90@1.15; German Millet at \$0.85@1.10; buckwheat at \$0.90@1.25 per 100 pounds.

During the week ending May 24, Prime Contract Timothy Seed sold at \$3.50 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.90@1.15; German Millet at \$0.50@1.05; buckwheat at \$0.90@1.20 per 100 pounds.

During the week ending May 31, Prime Contract Timothy Seed sold at \$3.35@3.40 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.85@1.15; German Millet at \$0.50@1.00; buckwheat at \$0.90@1.20 per 100 pounds.

During the week ending June 7, Prime Contract Timothy Seed sold at \$3.60@3.70; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.85@1.05; German Millet at \$0.50@1.00; buckwheat at \$0.60@1.20 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 22 months ending with May as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1900-01.	'99-1900.	1900-01.	'99-1900.
August	1,125,750	624,375	749,135	670,392
September	764,250	1,231,875	522,880	775,135
October	931,500	1,163,814	536,664	348,149
November	746,384	1,068,092	490,505	555,308
December	474,000	512,575	108,068	494,339
January	334,500	174,000	69,950	233,423
February	258,750	255,500	119,667	110,605
March	306,000	338,750	198,943	221,265
April	234,750	198,750	140,500	90,953
May	236,250	206,250	134,753	204,890
June		16,500		16,068
July		20,000		53,361
Total bushels	5,412,134	6,297,382	3,069,065	3,773,908

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the forty-nine weeks ending June 3, for the last two years, according to the Cincinnati Price Current, were as follows:

	1900-01.		1899-1900.	
	1900-01.	1899-1900.	1900-01.	1899-1900.
St. Louis	21,812,000	9,206,000		
Toledo	8,327,000	10,640,000		
Detroit	2,413,000	2,729,000		
Kansas City	37,164,000	16,174,000		
Winter	69,656,000	38,749,000		
Chicago	43,033,000	24,420,000		
Milwaukee	8,587,000	10,172,000		
Minneapolis	74,500,000	87,625,000		
Duluth	17,308,000	53,426,000		
Spring	144,262,000	168,652,000		
Total bus., 49 weeks	213,918,000	207,401,000		

The new state grain inspector of Kansas has decided to put state weighing officers in all elevators in that state having more than 75,000 bushels' storage capacity.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of May, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	1,697,582	307,351	1,521,252	438,317
Corn, bushels	2,227,631	2,865,383	2,166,945	3,345,975
Oats, bushels	1,275,003	690,087	1,230,450	380,000
Barley, bushels	42,412	30,381	26,228	
Timothy Seed, bushels	1,045	1,460		
Clover Seed, bushels	500			
Hay, tons	5,750	7,007	1,848	1,985
Flour, bbls.	329,859	353,074	233,637	272,385

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	2,973,422	2,254,803	2,205,243	1,612,534
Corn, bushels	1,596,846	1,096,046	1,325,855	961,510
Oats, bushels	1,603,049	758,276	813,212	211,290
Barley, bushels	22,483	22,483	15,492	
Rye, bushels	8,136	25,000	16,500	
Flaxseed, bushels	8,930	10,480	15,151	8,611
Hay, tons	188,461	132,301	106,172	138,916
Flour, barrels				

BUFFALO—Receipts by lake and shipments by canal, as reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	11,259,621	9,343,153	913,569	1,098,240
Corn, bushels	5,873,228	2,668,116	183,746	233,800
Oats, bushels	4,796,233	2,217,863	731,047	375,874
Barley, bushels	806,000	947,100	40,100	287,953
Rye, bushels	333,000	519,687	150,041	152,972
Grass Seed, bu.	1,300			
Hay, tons	120,000			
Flour, barrels	1,302,543	1,373,590		5,740

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	1,754,816	1,196,338	9,026,808	2,631,217
Corn, bushels	11,566,961	6,016,341	9,284,432	8,673,212
Oats, bushels	5,886,399	7,532,460	7,699,988	5,111,745
Barley, bushels	373,000	639,850	119,407	200,880
Rye, bushels	165,250	116,500	346,124	92,848
Timothy Seed, lb.	1,281,300	2,106,826	1,715,246	2,129,961
Clover Seed, lb.	227,070	134,430	118,128	265,423
Other Grass Seed, lb.	640,730	738,008	892,223	1,387,099
Flaxseed, bushels	265,235	113,850	75,017	182,705
Broom Corn, lb.	1,538,950	404,240	1,056,053	419,325
Hay, tons	12,902	15,503	694	601
Flour, barrels	675,050	325,694	603,708	270,484

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	53,051	42,779	34,763	16,771
Corn, bushels	814,696	443,382	346,231	197,002
Oats, bushels	456,542	234,527	200,282	52,987
Barley, bushels	43,307	20,800	4,688	
Rye, bushels	43,333	30,832	21,494	12,523
Timothy Seed, bags	192	1,771	1,024	440
Clover Seed, bags	632	591	1,606	1,332
Other Grass Seeds, bags	3,760	11,042	6,045	9,858
Hay, tons	7,846	6,949	3,3, 9	4,555
Flour, barrels	226,062	260,811	203,451	235,722

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	128,467	156,572	103,204	166,095
Corn, bushels	612,630	846,545	557,028	1,313,387
Oats, bushels	861,661	834,693	460,384	411,182
Barley, bushels	42,300		9,812	3,700
Rye, bushels			7,804	
Flaxseed, bushels				110,000
Hay, tons	3,823	18,016	283	358
Flour, barrels	42,500	55,540	18,300	17,490

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	102,793	123,148	137,022	154,823
Corn, bushels	99,870	166,705	219,154	84,310
Oats, bushels	297,223	166,647	892	12,678
Barley, bushels	83,386	76,641	10,348	1,711
Rye, bushels	7,885	2,556	15,451	1,899
Hay, tons				
Flour, barrels	26,300	28,400	22,000	15,200

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	504,978	2,810,056	5,081,895	7,875,755
Corn, bushels	134,857	428,412	2,083,478	696,069
Oats, bushels	28,107	172,259	202,441	204,962
Barley, bushels	863	43,160	31,541	267,228
Rye, bushels	48,328	24,343	200,588	256,014
Flaxseed, bushels	135,005	67,665	369,734	175,294
Flour, barrels	397,030	689,325	493,000	860,575
Flour production, bbls.				

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels			846,640	411,932
Corn, bushels				

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

The steamer Commodore, of the Ogdensburg Line, on June 10 was loaded at the Rock Island Elevator B with 55,000 bushels of corn for Buffalo.

Central Elevator A, at the foot of South Water Street, has had a new belt conveyor, 220 feet in length, placed on the first floor to facilitate the transferring of grain from one end of the building to the other. This is a million-bushel house and is operated by Carrington, Hannah & Co.

Extensive improvements are being made in the power plant of the Minnesota Elevator, on Goose Island. A 40-foot brick addition is being added. When completed, the old horizontal boilers will be replaced by three Wickes Water Tube Upright Boilers. This plant is owned and operated by the Armour Elevator Co.

The Wabash Transfer Elevator, situated at Seventy-seventh and Rockwell streets, and operated by Pratt & Co., is being given a general overhauling. The elevator legs are being reconstructed, a new main line driving shaft put in, the electrical equipment is being renewed and a new switchboard installed. Various other minor improvements are also being made.

At the Iowa Elevator, Fourteenth Street and the Chicago River, there was recently installed an Invincible Dustless Spiral Belt Succotash Separator with a capacity of 400 bushels per hour. This machine is designed especially for separating oats from wheat. New metal drain pipes and spouts have been placed on the building. A few months ago the exterior of the house was whitewashed, the work being done with a pump, hose and spraying nozzle. The rains have played havoc with the whitewash and the large signs which it was designed to obliterate now shine out apparently more brilliant than ever.

Following are the grain companies and elevators owned, controlled and operated by Nye, Jenks & Co., Chicago: Rialto Elevator Co., Chicago, which will operate the Rialto Elevator at South Chicago, now in course of construction and which will have a storage capacity of 1,000,000 bushels. The Rialto Elevator Co. of Milwaukee, operating Rialto Elevators Nos. 1 and 2, each having a storage capacity of 1,000,000 bushels. C. W. Schneider is superintendent of these houses. The Itasca Elevator Co., Duluth, Minn., operating the 1,000,000-bushel Itasca Elevator. The Washburn Elevator at Washburn, Wis., storage capacity 1,000,000 bushels. The Midland Elevator Co., Midland, Ont., operating the Midland Elevator with a capacity of 1,200,000 bushels. The general superintendent is Mr. B. L. Simmons, who makes his headquarters in Chicago.

CENTRAL.

A grain elevator is being erected at Superior, Ohio.

A grain elevator is being built at Claibourne, Ohio.

Blountsville, Ind., has a new elevator just completed.

F. M. Thurber is completing a new elevator at Ossian, Ind.

Abel Grove has sold out his grain business at Ackley, Ind.

The Poneto Grain Co. expect to build an elevator at Poneto, Ind.

William H. Dunn is having an elevator built at Mt. Comfort, Ind.

A grain elevator is being built at Amity, Ind., by Frank Dickson.

George Carty has begun work on his new elevator at Kinde, Mich.

Leach Bros. have commenced work on their new elevator at Capac, Mich.

J. Houghtby is completing a new grain elevator at Ogden Station, Mich.

R. M. Sims has purchased John T. Nixon's elevator at Aylesworth, Ind.

Ollinger & Johnson have bought the Carroll Elevator at Huntsville, Ohio.

L. J. Bickhart is building an elevator in connection with his mill at Leslie, Mich.

Elevator No. 5 in the Wabash yards at Toledo, Ohio, has been closed down for repairs for a couple of weeks.

Work is in progress on a new elevator at Napoleon, Ohio, on the Wabash Railroad. F. Gerkin of Napoleon and H. Baden of Hamler are the own-

ers. The elevator is 50x30 feet, with an engine house 34x20 feet.

Adam Pease has purchased from Frank Hoover the grain elevator at Craigville, Ind.

Dr. H. R. Noble, Shiloh, Ohio, has had a new foundation put under his grain elevator.

Martin & Whalen of East Liberty, Ohio, will soon let the contract for a grain elevator.

Bailey, Bunnell & Co. have commenced work on a large and new elevator at Winslow, Ind.

An elevator 42x32 feet and 66 feet high is being built at Redkey, Ind., by John Caylor of Ridgeville.

The Troy Tile & Brick Co., Troy, Ohio, have completed a new elevator and are now buying grain.

Johnston Bros. of Sidney, Ohio, have purchased the Carroll Warehouse at Huntsville and will buy grain there.

The editor of the Palladium, Richmond, Ind., says that a regular grain buyer there is one of the needs of that town.

S. W. McFarland of Wapakoneta, has been appointed receiver for the grain firm of Logan & Naus of Uniopolis.

The Archbold Milling & Elevator Co. have let contracts for the erection of a 40,000-bushel elevator at Archbold, Ohio.

W. E. Rich of Oxford has purchased Taber, Curtis & Co.'s elevator at Remington, Ind., and will take possession July 1.

The foundation for the new C. H. & D. Elevator at Toledo, has been completed and work on the elevator proper begun.

Patty & Coppock are building an addition to their elevator at Fletcher, Ohio, and will also put up a new smokestack.

The Ney Elevator at Washington, Ohio, has been purchased from Dr. Wisman by R. P. Liipe of Toledo, who will remodel it.

C. N. Adlard has bought the old Kiser brewery building at Piqua, Ohio, and will fit it up for a grain elevator and feed mill.

Ward & Teegardin of Ashville, Ohio, whose elevator was destroyed by fire last month, have taken steps to begin rebuilding immediately.

Robert Shaw & Co. have leased from Beyer Bros. the Big Four Elevator at Warsaw, Ind. They will probably enlarge and improve the property.

The Spencer, Slanson Grain Co., Piqua, Ohio, has purchased from the Barnard & Leas Mfg. Co. a No. 0 Victor Corn Sheller and Cleaner combined.

J. P. Teegarden of Woodington, Ohio, and W. L. Skinner of Dunkirk, Ind., are trying to organize a company to build a grain elevator at the latter place.

The Gagetown Elevator Co., Gagetown, Mich., has been incorporated with a capital of \$7,000. They will build an elevator of perhaps 50,000 bushels' capacity.

Lersch Bros. of Ashland, Ohio, are said to be contemplating the erection of an elevator at Mansfield. They would also conduct a flour exchange in connection.

A grain elevator is likely to be built at Economy, Ind., when the new Cincinnati, Richmond & Muncie R. R. reaches there. Greenville, Ohio, parties are said to be planning for it.

Jesse C. Hadley has purchased Geo. W. Summer-ton's mill and elevator at Windfall, Ind. Mr. Summer-ton, who has been running the business for 15 years, has left for a visit to England.

At the recent annual meeting of the Painesville Elevator Co., Painesville, Ohio, P. J. Mighton was elected president; O. L. Barnes, vice-president; C. J. Scott, secretary, and W. T. Cowles, treasurer.

A. R. Hopkins has purchased a half interest in W. C. Babcock's elevator at Rensselaer, Ind., and the style of the firm is Babcock & Hopkins. They are said to be building a large new elevator.

Repairing and improving is being done by Fred Welch of Fenton, Mich., and his elevator will be up-to-date and one of the best in that section of the country. He has installed the Hall Distributor.

O. D. Van Deboget, for several years past in charge of the grain buying business of Hale & Son, at Lyons, will build a grain elevator for himself on the site of the old Stanton Roller Mills at Stanton, Mich., which were destroyed by fire several years ago.

The Toledo Salvage & Grain Co., Toledo, Ohio, was organized recently and elected officers as follows: A. E. Klauser, president; George Dunham, vice-president; William H. Haskall, treasurer; Otis Beverstock, manager. The four officers of the company will act as directors. The company organized with a capital stock of \$100,000. While these men own the controlling stock in the East Side Milling

Company and the Iron Elevator Company, in all probability these will be absorbed by the new salvage and grain company.

A. Felty of Fairmont, W. Va., will engage in the grain and hay shipping business at Columbus, Ohio, about August 1. He will operate elevators at Urbana and other points.

The National Milling Co., Toledo, Ohio, are about to begin work on an addition to their East Side plant. It will consist of six steel storage tanks 50 feet in diameter and 80 feet high. This will give storage for 750,000 bushels, just doubling the present capacity.

A newspaper correspondent at Ft. Recovery, Ohio, says: "The grain dealers of Ft. Recovery have paid out during the past five months of this year nearly six times as much as they did during the corresponding period of last year."

F. C. Baluss & Co. of Blissfield, Mich., advise us that they intend to double the capacity of their elevator at Ottawa Lake, Mich., during this month. J. W. Baluss is in charge of the Lake Shore elevators at Sturgis and Klinger Lake, which were recently leased by the firm.

ILLINOIS.

There is talk of a new elevator at Rosemond, Ill.

The elevator at New Milford, Ill., has been completed.

An elevator is being built at Cornland, Ill., by M. A. Leach.

E. J. Willits of Joy, Ill., is building an elevator, 24x36, at Arpee.

S. S. Kerr is building an addition to his elevator at Shawneetown, Ill.

T. H. Wheeler has commenced work on his new elevator at Odell, Ill.

Merritt Bros. will build an addition to their elevator at Nevada, Ill.

B. S. Tyler & Co. are about to remodel their elevator at Cushman, Ill.

George McAdams contemplates the erection of an elevator at Ursa, Ill.

J. F. Ropp has commenced work on his new elevator at New Holland, Ill.

C. J. Bender will soon commence work on a new elevator at Warrenhurst, Ill.

James Short of Hillsboro, Ill., is building an elevator and hay barn at Paisley.

Potter & Johnson have installed a car loader in their elevator at Morrison, Ill.

Leon Enziere expects to build an elevator at Manteno, Ill., in the near future.

J. J. Kemp has just completed the large addition to his elevator at Lexington, Ill.

Vilm Bros. contemplate the erection of an elevator near their flour mill at Anna, Ill.

Bane, Shinkle & Co., Ellsworth, Ill., have put a new grain conveyor in their elevator.

Wm. Lascelles of Capron, Ill., has leased his grain elevator to Dimond & Hyndman.

Frey & Smith will build an elevator at San Jose, Ill., to replace the one destroyed by fire.

M. Wendt of Dieterich, Ill., will build an elevator. The contract has already been let.

O'Harre, Baldrige & Co. of Carlock, Ill., will build additional storage room at their elevator.

Thos. L. and Chas. C. Holland have sold their elevator at Washington, Ill., to Ellis & Wagner.

Davis Bros. are completing an elevator at Williamsburg, Ill., with a storage capacity of 60,000 bushels.

Brooks & Harrison of Stanford, Ill., have added to their line of elevators that of Cowan Bros. at Dwight.

T. D. Hanson of Champaign, Ill., will build an elevator at Villa Grove, to be completed by September 1.

Schultz & Niemeyer of St. Louis, Mo., will build an elevator at Granite City, Ill., on the Terminal Railway's tracks.

Dunaway, Ruckrigel & Co. of Ottawa, Ill., have disposed of their grain business at Marseilles to Bruce & Jameson.

Cowen Bros. have sold out their elevator at Dwight, Ill., and will go West for their health for the present at least.

Wm. Bruchhauser has leased a grain house north of the depot at Anna, Ill., from R. B. Stinson, and will buy wheat there.

The Farmers' Elevator & Produce Co., Bethalto, Ill., has been incorporated with a capital stock of \$10,000 to deal in grain and machinery. The in-

corporators named are: G. F. Williams, J. S. Culp and G. A. Klein.

J. D. Bowen has bought the elevator of C. D. Greve at Garrett, Ill., and will take possession of the property on July 1.

Foson Bros. are remodeling their elevator at Pierson Station, Ill., and increasing the storage capacity to 15,000 bushels.

Camp & Morgan, who recently purchased another elevator at Ivesdale, Ill., now own three of the four grain houses there.

Rogers, Bacon & Co. of Chicago, have sold their transfer house at Champaign, Ill., to the Cleveland Grain Co. of Cleveland, Ohio.

The Northern Grain Co., Chicago, has purchased a No. 0 Combined Corn Sheller and Cleaner from the Barnard & Leas Mfg. Co.

A. J. Best, lumber dealer at Princeville, Ill., is about to commence work on an elevator adjacent to the track of the R. I. & P. R. R.

Van R. St. John of Harvey has purchased the Pulsifer Elevator at Utica, Ill., and will move there. He is having the elevator remodeled.

A. C. Durdly will build an addition on his grain elevator at Ohlman, Ill., and increase the storage capacity from 12,000 to 20,000 bushels.

S. B. Walton, Clifton, Ill., is preparing to build an addition, 28x60 feet, to his elevator, which will nearly double the storage capacity.

Oscar Jones has purchased from E. D. Jones of Marshall, the Big Four Elevator at Chrisman, Ill. He will make radical improvements in the same.

The Weller Mfg. Co., Chicago, was a recent purchaser of a Victor Corn Sheller and a Cornwall Corn Cleaner, made by the Barnard & Leas Mfg. Co.

The Woodland Grain & Lumber Co., Woodland, Ill., has been incorporated with a capital stock of \$15,000 by E. D. Risser, E. E. Rollings and F. E. Willis.

E. Baumgartner of Cisna Park is building an addition to his elevator to be 30x36x42 feet in size. It will increase his storage capacity by about 35,000 bushels.

Fred C. Barnett has sold his interest in the hay, grain and coal business of Barnett Bros. at Barnett, Ill., to his partners. The style of the firm remains the same.

Wm. Farmer has sold his interest in the grain firm of Gambrel & Farmer at Waynesville, Ill., to Braxton Marvel. The new firm is styled Gambrel & Marvel.

Rogers, Bacon & Co. of Chicago have leased the terminal elevators owned by the Wabash Railroad, at Chicago, for a term of six years, and will operate them.

Whitaker & Son, Ellsworth, Ill., will make improvements in their elevator and install a larger engine. They will increase their storage capacity 20,000 bushels.

Hull & Nelson are rebuilding their grain elevator at Morris, Ill. G. T. Burrell & Co. of Chicago have the contract. It will be steel clad and of 60,000 bushels' capacity.

Bartlett & Kuhn of Terre Haute, Ind., have leased the Gregg Elevator at Danville, Ill. The lease also covers the elevator at West Newell and at Perrysville, Ind.

John Wymer of San Jose, Ill., has rented and taken possession of the elevator formerly operated by Jordan Bros. at Heyworth. Several improvements will be made.

Wm. H. Mettler, grain dealer at Tiskilwa, Ill., has filed a voluntary petition in bankruptcy, asking to be relieved of debts amounting to some \$14,000, contracted about 1897.

The New Holland Grain & Coal Co., New Holland, Ill., a farmers' co-operative company recently organized, has contracted for the erection of an elevator to cost about \$4,500.

N. R. Moore has purchased Bartlett, Frazer & Co.'s grain business at Roanoke, Ill. He has been their local manager and will take possession of the business on his own account July 1.

U. S. Ellsworth of Deer Park and C. L. Douglass of Marseilles have leased the Kilduff Elevator at LaSalle, Ill. Mr. Ellsworth's son will assist Mr. Douglass in the operation of the house.

H. C. Noble, of the firm of Noble Bros. of Foosland, Ill., has removed to Bellflower, where he is running a grain elevator. The business at Foosland is being conducted by William Noble.

Morrison & Grindley have been using a portable dump and elevator pending the completion of their new elevator, which will have a capacity of 110,000 bushels and be operated by a 25-horsepower gasoline engine. Work on this new elevator at Thomas-

boro has been delayed somewhat by difficulty in obtaining material.

The Marseilles Register of recent date says the dealers at that place are having difficulty in finding cars and boats to take away the grain as fast as delivered. It is mostly contract corn.

About 35,000 bushels of grain salvage were taken from the elevator ruins at Carbondale, Ill., by a Toledo, Ohio, firm and sent to Milwaukee and St. Louis to be dried and worked up into feed.

E. Baumgartner of Cisna Park, Ill., will increase the capacity of his elevator to 80,000 bushels. He has the material ready and will commence operations as soon as the grain deliveries let up.

J. J. Badenoch & Co. of Chicago, whose elevator was recently destroyed by fire, have purchased the elevator at Leavitt Street, opposite West Seventeenth Street, recently operated by Richardson Bros.

The Keeley Elevator at Waddam's Grove, Ill., recently destroyed by fire, will be rebuilt. Mr. Keeley received from the insurance companies \$2,500 and the wrecked machinery. There was also \$3,000 insurance on the grain.

A. F. Foll, who has been buying grain at Lena, Ill., for over 40 years, has leased his elevators to D. J. Keeley of Nora, who will take possession about June 15. Mr. Foll is not in the best of health and will retire from active business.

The business of Curtis, Rogers & Co., Carbondale, Ill., has been consolidated with that of the Carbondale Mill & Elevator Co. with a capital stock of \$20,000. They are rebuilding the elevator which was burned a short time ago.

Burglars entered the office of Geist Bros. Grain Co. at 505 Thirty-first street, Chicago, on the morning of June 3. In attempting to blow the safe with dynamite they only wrecked the office furniture and windows. They were then frightened away.

Work is in progress on Jasper Gilmore's new elevator at Gridley, Ill. The new part will be 42x52 feet, 40 feet to the eaves and surmounted by a 16-foot cupola. Its capacity will be 70,000 bushels, while the old part of the elevator will hold 30,000 bushels more.

SOUTHERN.

W. O. Womack is building an elevator at White-wright, Texas.

A 35,000-bushel elevator was completed last month at Chelsea, I. T.

Seley & Early are now doing business in their new elevator at Waco, Texas.

White & Reynolds have succeeded Porter White in the grain business at Hazel, Ky.

It is reported that the Krum Mill & Elevator Co., Krum, Texas, will build a 50,000-bushel elevator.

A. Waller & Co., Henderson, Ky., have let a contract for the erection of a large grain elevator and warehouse.

The City Mills Co., Columbus, Ga., after rebuilding their dam will erect a new grain elevator and warehouse.

F. M. Smith has retired from the grain and machinery firm of Smith, Huggins & Co. at Mossy Creek, Tenn.

Whitworth, Bandy & Co. are erecting a large grain warehouse in connection with their mill at Gleason, Tenn.

The T. H. Thompson Seed & Rice Milling Co., Houston, Texas, has succeeded to the wholesale grain business of W. T. Campbell.

The secretary of state has issued a permit to the J. Rosenbaum Grain Co. of Chicago to do business in Texas with office at Fort Worth.

Harvesting of wheat and oats began at Waxahachie, Texas, on May 28. The average yield of both cereals is said to be about 10 bushels.

The Texas Grain & Flour Co., Fort Worth, Texas, has been incorporated by M. P. Bewley, W. M. Williams and R. E. Huff. Capital stock, \$40,000.

The Liberty Mills, Nashville, Tenn., are completing an elevator and warehouse that will give them capacity for about 200,000 bushels of bulk and sacked grain.

The Chas. F. Orthwein elevator, which was erected at Fort Worth, Texas, about a year ago, has been sold to the Rosenbaum Grain Co. of Chicago for \$74,000.

The following parties are reported as contemplating the erection, enlarging or improving of cottonseed oil mills: Victor Cotton Oil Co., Yorkville, S. C.; Dawson Cotton Oil Co., Dawson, Texas; Terrell Cotton Oil Co., Terrell, Texas; Luling Oil & Mfg. Co., Luling, Texas; Greenville Refining Co., Greenville, Miss.; John Richardson, Lexington, Ala.; Louisville Mfg. Co., Louisville, Ga.; Florida

Cotton Oil Co., Chattanooga, Tenn.; Winnsboro Cotton Oil Co., Winnsboro, Texas; Annona Cotton Oil Co., Annona, Texas.

The Citizens' Mill and Elevator, Water and Light Co., Bardwell, Ky., has been incorporated and will build a mill and a steel tank for storing 25,000 bushels of wheat.

The Clifton Trading & Elevator Co. of Clifton, Bosque Co., Texas, has been incorporated with a capital stock of \$10,000, by S. H. Colwick, Chris Jensen and Neal Nelson.

The Nashville Grain & Storage Co., Nashville, Tenn., has been incorporated with a capital stock of \$2,500. C. D. Smith and W. C. Myers of that city are among the incorporators.

The P. P. Williams Grain Elevator Co. of St. Louis have secured a large building at Memphis, Tenn., which they will convert into an elevator of some 150,000 bushels' capacity. It is located on a joint sidetrack of the Southern and Memphis roads. Mr. Williams, the president of the company, will make Memphis his headquarters.

The Illinois Central Railroad Co. awarded the contract for building its new 1,500,000-bushel elevator at Stuyvesant Docks, New Orleans, to the Geo. B. Swift Co. of Chicago. Work on the dock and foundation was started last month, and is now well under way. Geo. F. Jenkins is superintending the job and expects to have it completed some time in September.

The Banner of Nashville, Tenn., sums up the activity in grain circles there as follows: Miller & Co., hay and grain dealers doing business at No. 438 North College Street, will erect a large grain elevator and warehouse on the corner of Front and Taylor streets. The warehouse will be built at once. The site covers more than an acre of ground and the warehouse, when complete, will have a capacity of about 100 carloads of grain. The recent improvements along this line in Nashville are very marked. The Liberty Mills are now erecting a 200,000-bushel warehouse and elevator. The West Nashville Grain & Elevator Co. is enlarging and establishing several improvements; Major John J. McCann has recently opened a new commission and storage business in grain and cereal products; the Nashville Grain Company was incorporated this week; Neil & Shofner have organized a stock company with an increased capital, and the business of the firm has been enlarged; Capt. T. G. Ryman has a modern riverside warehouse and elevator nearing completion on the river front, and although not making any special solicitation for patronage, the Louisville & Nashville Terminal Company will soon have several thousand square feet of storage capacity at the disposal of any shipper who may see it to his interest to take advantage of the space. Gill & Poinexter have opened a grain business in the old merchants' warehouse in South Nashville within the past year, and are doing a good business, and Mr. I. T. Rhea has moved from Market street to South Nashville, getting in closer touch with the railroads. Although Nashville is making rapid strides in other lines, the improvement in grain facilities at this time is probably more evident than in any other line.

EASTERN.

A grain elevator is to be built at Caywood Station, N. Y.

Burton L. Hoskins is having a grain elevator built at Mt. Carmel, Conn.

Emery Maynard has opened a retail grain and feed store at Machias, Me.

Johnston & Fitzgerald are building a grain, feed and flour store at Livingston Manor, N. Y.

Lowell G. Holt, Nashua, N. H., has moved his grain store into more commodious quarters.

A. R. Mountsier is building an addition to his grain and feed establishment at Charlevoix, Pa.

P. A. & S. Small, York, Pa., are building a grain elevator in connection with their warehouse at that place.

Cook, Deardoff & Co. have succeeded to the grain and other business of Cook, Bentz & Co. at Dillsburg, Pa.

Joseph C. Wailes, dealer in grain and feed at Baltimore, Md., has been granted a discharge in bankruptcy.

Aaron Brown will erect a grain warehouse in connection with his flour and feed mill at Tunkhannock, Pa.

Ernest Higgins has purchased Artemas Battle's interest in the grain firm of Shoven & Battle at Orange, Mass.

It is said that the large elevator at Ogdensburg, N. Y., now gives employment to but 10 longshoremen, who are enabled, with the improved machinery, to do all the unloading without any delay to the vessels. These employes are all non-union men,

as the union men refused to commence work this spring unless the company would employ 20 union longshoremen.

Crockett Bros. have opened a large grocery, hay and grain store at West and South Main streets, Concord, N. H.

Barnum Richardson Co., Canaan, Conn., have sold out their feed and grain business to E. L. Roberts & Co. of East Canaan.

W. A. Cowley is fitting up a building on the Boston & Maine tracks at East Concord, N. H., for use as a grain and hay storehouse.

It is reported that Geo. W. Ballou and C. F. Shirk will build a grain elevator at Forty-eighth Street and East River, New York.

Hartman & Garrett are building a grain warehouse and coal yards at Colebrook, Pa., where they are just engaging in business.

J. F. Chadwick & Co. have sold their grain business at Webster Square, Worcester, Mass., to James and Thos. Ashworth of Cherry Valley.

The Dey & Thompson Co. has been incorporated at Newark, N. J., to deal in grain and other merchandise. The paid-in capital is \$2,000.

The safe in S. W. Thaxter's grain store at Portland, Me., was blown to pieces by burglars one night last month. They secured only \$2.

Henry C. Miller, dealer in grain at Washington Grove, Md., made an assignment last month to Wm. H. Talbott for the benefit of his creditors.

The New York Central R. R. has contracted for the erection of a 2,000,000-bushel elevator at Weehawken, N. J., the terminus of the West Shore road.

The J. W. Bingham Co., 525 Main Street, East Orange, N. J., has been incorporated to conduct a grain and flour business. Its capital stock is \$3,000.

The South Waterboro Grain Co.'s business, with branches at Springvale and Sanford, Me., has been purchased by J. P. O'Brien of Waterboro, Me., who formerly owned it.

The firm of Kinne Bros. & Howell, Ovid, N. Y., has been dissolved. Kinne Bros. continue the grain, coal and lumber business, while Mr. Howell will handle implements, etc.

Edward Boyhan, a feed merchant of New Haven, Conn., for over 30 years, has filed a petition in bankruptcy, showing liabilities of about \$43,000 and assets \$46,000. His assets are largely heavily mortgaged real estate.

Gwinn Brothers of Huntington, W. Va., inform us that they are going to build a grain elevator. They are also in the market for a gas engine, track scale and feed mill and would be pleased to hear from manufacturers in regard to same.

The Boston & Albany Railroad are to begin work very shortly on a 2,000,000-bushel elevator at East Boston, Mass., where they are planning many improvements. The new elevator will be connected with the old one and with the docks where ships will be loaded by a system of belt conveyors.

The Eastern Milling Company has commenced the erection of a new grain elevator on the site of the one that was destroyed by fire some weeks ago at Frederick, Md. The new elevator will be similar to the old one. The framework is now being put up on the old foundation. The building will be covered by iron sheeting. There will be two steel tanks on the outside of the building, 35 feet high and 32 feet in diameter, with a joint capacity of 50,000 bushels.

WESTERN.

J. R. Smith & Sons, Corinne, Utah, will build a good sized grain elevator in connection with their mill.

The Seattle Grain Co., Seattle, Wash., are making material additions to their total warehouse capacity by putting up buildings at Ritzville, Scott, Lind and other points.

P. W. Lawrence of Juliaetta, Idaho, is putting in a temporary bridge from his tramway warehouse to the railroad, so he can ship out grain now in store. He hopes to get the railroad to put in a spur line to the warehouse.

One of Brown's Portable Warehouse Elevators, made at Colfax, Wash., was tested recently in a warehouse at Woodland, Cal., and pronounced to be a great labor saver. C. V. Burke of Yolo, Cal., will install one in his warehouse.

The Northern Pacific Railway propose to construct at Tacoma, Wash., new docks, coal bunkers and grain warehouses covering 200 acres of land. They have already let contracts for the dredging and it is said the warehouses will be built this

summer and leased to San Francisco grain exporters.

The Wasco Warehouse Milling Co., Wasco, Wash., is building a 100,000-bushel elevator on the Columbia River at Columbus, Klickitat County.

The Farmers' Warehouse Co., Sprague, Wash., have leased their warehouse to the Seattle Grain Co. for the coming crop year. Their bid was the highest out of the five bids received.

WISCONSIN AND MINNESOTA.

The elevator at Norman, Minn., is being rebuilt.

Pfeffer & Sons have completed their elevator at Blue Earth, Minn.

A. C. Maertz will build an elevator at Reedsville, Wis., this summer.

Rush & Wiest are now buying grain in their new elevator at Gaylord, Minn.

An elevator will probably be built at Flisk, Wis., this summer by A. T. Sanders.

The Wisconsin Grain Co. of Milwaukee has been incorporated with a capital of \$5,000.

A. C. Maertz of Reedsville, Wis., will probably build a grain elevator there this summer.

The Imperial Elevator at Hutchinson, Minn., which was destroyed by fire, is being rebuilt.

The new annex to the Farmers' Elevator at Kenyon, Minn., is now completed and ready for use.

Farmers around Stanton, Minn., are being solicited to take stock in a farmers' elevator company.

Geo. Lippman has sold his elevator at Echo, Minn., to the American Grain Co. of Minneapolis.

Merritt Bros., Rutland, Minn., have sold their grain elevator and coal shed to a Mr. Palmer of Winnebago.

Jennison Bros. of Janesville, Minn., will build an elevator at Cambria, where they now have only a small warehouse.

The 20,000-bushel Jargo Elevator at Luverne, Minn., is being completed by Contractor L. O. Hickok of Minneapolis.

The farmers at Hutchinson, Minn., will probably succeed in organizing a company to build an elevator there this summer.

The new elevator at Taopi, Minn., is now receiving grain. It has a modern equipment, including dump scales and gasoline engine.

S. H. Trommanhauser of Minneapolis is now engaged in erecting a 60,000-bushel elevator at Fond du Lac, Wis., for M. B. Helmer.

M. L. Riordan has taken a three-year lease of the McGee Elevator at Lamberton, Minn., which he has been conducting for the past year.

H. N. Kjergaard has purchased the Western Grain Co.'s elevator at Bruce, Minn., making him the owner of both elevators at that place.

C. W. Gillam, who recently sold his elevators at Bingham Lake, Wilder and Windom, Minn., has purchased Smith & Baxter's elevator in Windom.

The Farmers' Elevator Co., Cochrane, Minn., has been organized with Gottfried Klein as president. They expect to begin the building of an elevator soon.

H. F. Hageman has sold his elevator, house and four lots at Lester Prairie, Minn., to O. W. Lundsten. Mr. Hageman expects to move to Minneapolis soon.

The Empire Elevator Co. of Minneapolis, are erecting an elevator in East Granite, Granite Falls, Minn., in place of the Pillsbury Elevator, which was burned last February.

A farmers' elevator company has been organized at Wabasso, Minn. They expect to build a good-sized elevator. J. R. McPhee and F. R. Weaver are among the parties interested.

At the recent annual meeting of the stockholders of the Farmers' Elevator Association of Henning, Minn., it was decided to continue the present plan of letting the elevator out on a contract.

The Rialto Elevator Co. of Milwaukee, Wis., has increased its capital stock from \$20,000 to \$200,000. It is reported that the company will erect at South Chicago a 1,250,000-bushel elevator.

The Imperial Elevator Co. of Minneapolis has purchased the Gran Milling Co.'s plant at Belle Plaine, Minn. The mill has been idle for a long time, but the new owners will put it in operation.

B. A. Sheffield of Faribault, president of the Sheffield Milling Company, has bought Terminal Elevator K in Minneapolis, from E. P. Bacon of Milwaukee, for \$64,500. The elevator has a capacity of 500,000 bushels, and will be used by the Sheffield Milling Company and the Crown Elevator Company, of which Mr. Sheffield is also presi-

dent. The elevator will be managed by W. H. Wheeler, of the Crown company. This increases the number of elevators controlled by the two companies to fifty-five.

J. C. Slade of Winona has sold his elevator at Lewiston, Minn., to John Litcher, who for a couple of years has been manager of the Farmers' Elevator. Some repairs will be made on the elevator.

The stockholders of the defunct Farmers' Alliance Elevator Co. at Fosston, Minn., have decided to incorporate the Fosston Elevator Co. with a capital stock of \$10,000 and reopen the elevator for business.

Mayor Rahr of Manitowoc, Wis., plans to have another large turning basin in the river there dredged out this summer if possible. If this is done the number of grain vessels wintering there will probably be doubled.

The Farmers' Elevator Co., Butterfield, Minn., after negotiating for the purchase of one of the elevators there, have decided to put up a building 24x30 feet, to be equipped with 10-horsepower gasoline engine and cleaning outfit. This will make four elevators there.

A total of eight new elevators are to be built in Minneapolis this summer, adding some 7,000,000 bushels to the total storage capacity of that city. The Crown Elevator Co. will build a plant composed of five steel tanks, having capacity for 500,000 bushels. The Spencer Grain Co. has contracted with the Barnett & Record Co. for the erection of a 200,000-bushel receiving and working house. Later on eight tile tanks will be built, with a capacity of 100,000 bushels each. This plant will make a specialty of barley. It will be located south of the Monarch Elevator, on the C., M. & St. P. Ry. The newly organized Butcher Elevator Co. has purchased a site and expects to erect a 500,000-bushel house. The St. Anthony Elevator Co. has taken out a permit for the erection of a big steel working house and twelve tile grain tanks having a total capacity of 1,500,000 bushels. The plant will be located on the Great Northern tracks at Malcolm Avenue S. E.

IOWA.

An elevator is nearing completion at Lamoni, Iowa.

The Buck Elevator at Toledo, Iowa, is being remodeled.

Work is in progress on a new elevator at Galbraith, Iowa.

F. N. Hancock has succeeded W. B. Booher at Danbury, Iowa.

Wm. Maris has succeeded Crew & Mackie at West Branch, Iowa.

M. R. De Busk has gone out of the grain business at Wiotia, Iowa.

Frank Stanek Jr. is building a 35,000-bushel elevator at Chelsea, Iowa.

Dodd & Pascoe are the successors of T. F. Henderson at Popejoy, Iowa.

Ambros Schmidt has purchased Kurtz & Son's elevator at Lavinia, Iowa.

Pest & Co. have commenced the erection of an elevator at Flugstad, Iowa.

Roberts Bros. have begun work on their new elevator at Jefferson, Iowa.

J. D. Dennis has just completed a 20,000-bushel elevator at Princeton, Iowa.

J. T. Scroggs has purchased C. E. Eichorn's grain business at Primghar, Iowa.

An elevator is being built at the switch between Lu Verne and Irvington, Iowa.

Oscar Rossing succeeds Goltry & Son in the grain business at Rutland, Iowa.

The capacity of the elevator at Stanhope, Iowa, is to be increased to 50,000 bushels.

The Trans-Mississippi Grain Co. will rebuild and enlarge its elevator at Onawa, Iowa.

Gordon & Cooper have succeeded the South Branch Elevator Co. at Hancock, Iowa.

Schnurr Bros., grain dealers at Otho, Iowa, were recently succeeded by Archibald Bowers.

H. H. Smith of Paton, Iowa, is preparing to commence work on a new elevator at Lanyon.

The Neola Elevator Co. will remodel its elevator at Hornick, Iowa, or build a new one.

F. S. Livermore of Thompson, Iowa, has been succeeded by E. A. Brown of Luverne, Minn.

C. F. Austin of Williams has purchased D. M. Andrews & Co.'s elevator at Blairsburg, Iowa.

The Spencer Grain Co., McGregor, Iowa, recently ordered from the Barnard & Leas Mfg. Co. four of their largest size Perfected Elevator Separators

and one of their largest size Perfected Receiving Separators.

O'Halloran Bros. have succeeded to the grain business of O'Halloran & Co. at Cylinder, Iowa.

Moorland & Shuttleworth have succeeded to the grain business of T. P. Jenkins at Ocheydan, Iowa.

The Western Grain Co. of Winona, Minn., has purchased Kern & Scofield's elevator at Stacyville, Iowa.

The Neola Elevator Co. of Chicago have purchased the grain business of Horine & Schryver at Defiance, Iowa.

H. D. Everingham is building a 40,000-bushel elevator at Mt. Hamill and a 25,000-bushel elevator at La Crew, Iowa.

The Dysart Grain Co. have commenced work on their cleaning and transfer elevator, 42x78 feet, at Clinton, Iowa.

John E. Albertson, who for some time has been in charge of Prichard, Stone & Co.'s elevator at Montgomery, Iowa, has purchased same.

W. R. Bloom of Klemme, Iowa, recently sold his elevator at Thornton to Pease Bros. of Des Moines. He will give possession July 1.

The Younglove & Boggess Co., contractors of Mason City, Iowa, will have John A. Gray's new elevator at Onawa completed about July 1.

The Neola Elevator Co. of Chicago has purchased the St. Paul & Kansas City Grain Co.'s business at Perry, Iowa. T. E. Holmes continues as manager.

The Barnard & Leas Mfg. Co. have sold through the Younglove & Boggess Co., Mason City, Iowa, one No. 0 Victor Corn Sheller and one No. 2 Cornwall Corn Cleaner.

B. A. Lockwood Grain Co., Des Moines, Iowa, purchased from the Barnard & Leas Mfg. Co. last month, one No. 1 Victor Corn Sheller and one No. 1 Cornwall Corn Cleaner.

The Neola Elevator Co. has purchased the elevator interests of the St. Paul & Kansas City Grain Co. at Tama, Iowa. C. J. Adams has succeeded R. H. Thomas as local manager.

Seely, Son & Co. of Fremont, Neb., are getting work nicely started on a 500,000-bushel cleaning and transfer elevator at Missouri Valley, Iowa, for the Updike Grain Co. of Omaha.

The Northwestern Iowa Grain Co. of Mason City, Iowa, report that they have purchased James Leary's elevator at Ionla. They are also adding 30,000 bushels' storage room to their elevator at Emery, and 35,000 bushels to their elevator at Stillson.

E. B. Michael, who operates an elevator at Storm Lake, Iowa, has purchased the Meriden Grain Co.'s elevator at Meriden, Iowa, and has placed his brother, P. P. Michael, in charge. He has also purchased Kurtz & Son's elevator at Juniata, Iowa, which will be under the same local management.

The Northwestern Iowa Grain Co. of Mason City, Iowa, have amended their articles of incorporation, changing the name to Northwestern Grain Co., and increasing the capital stock from \$50,000 to \$100,000. They are also authorized to engage in the manufacture of flour, oatmeal and other cereals and to deal in lumber and merchandise.

MISSOURI, KANSAS AND NEBRASKA.

Mrs. A. J. Roach has sold out her grain business at Clyde, Kan.

A grain elevator is to be erected at Basehor, Kan., in the near future.

The addition to the Miles Elevator at Hebron, Neb., has been completed.

There is talk of a large elevator being built at Coffeyville, Kan., this year.

The Wells & Hord Grain Co. of Fremont are completing an elevator at Duncan.

J. H. McCooey & Co. are building a substantial grain elevator at Hannibal, Mo.

It is reported that 30 farmers will build a co-operative elevator at Buhler, Kan.

D. L. Upton continues the grain and lumber business of Upton Bros. at Pierce, Neb.

The Torpin Grain Co. have installed a new scale at their elevator in Nickerson, Neb.

The Rea-Patterson Milling Co. of Coffeyville, will erect an elevator at Bartlett, Kan.

Sherwood & Hanslow have leased the Robinson & Thompson elevator at Kahoke, Mo.

The Brandon Grain Co., Brandon, Kan., has been incorporated with a capital stock of \$6,000.

The Farmers' Coöperative Grain & Live Stock Association, Salina, Kan., has been incorporated with a capital stock of \$2,500. Among the incorpo-

rators are J. A. Rieser, ex-state senator, and J. S. Bean, representative from Saline County.

The Kiowa Mill & Elevator Co., Kiowa, Kan., has been incorporated with a capital stock of \$30,000.

The Ransom Grain & Mercantile Co., Ransom, Kan., has been incorporated with a capital stock of \$500.

The farmers around Tekamah, Neb., will attempt to organize a coöperative grain and lumber company.

It is reported that C. O. Peavey of Kansas City, Mo., will build a 100,000-bushel elevator at Beatrice, Neb.

An elevator will probably be built at Edna, Kan., this summer, by the Rea-Patterson Milling Co. of Coffeyville, Kan.

The Wherry Grain, Live Stock and Mercantile Co. of Wherry, Kan., has been incorporated with a capital of \$2,000.

The Omaha Elevator Co. have placed an order for the improved Hall Grain Distributor for their house at Beatrice, Neb.

Seely, Son & Co. of Fremont have the contract for building an addition to Reisch Bros. & Co.'s elevator at Schuyler, Neb.

The grain and coal firm of Coleman & Lanning at Denison, Kan., has been dissolved. The business is continued by D. Coleman.

The Sheeran Grain Co., Chapman, Kan., has been succeeded by the Morrison Grain Co., of which P. L. Jennings is manager.

F. W. Schmitt, Leroy, Kan., announces that that place affords a fine opportunity for the location of a grain elevator and feed mill.

J. H. Steinmeyer of Clatonia, Neb., will improve his elevator this season by installing the Hall Distributor and other modern machinery.

The Duff Grain Co., Nebraska City, Neb., have completed their four steel storage tanks, giving them additional capacity for 200,000 bushels.

George Meisner, a large property owner and stock feeder, is preparing to erect a 20,000-bushel elevator on one of his ranches near Shelton, Neb.

Mrs. K. A. Kehoe, who owns and operates an elevator at Tarnov, Neb., has recently improved the house by installing a 6-inch, 12-duct Hall Grain Distributor.

The Farmers' Grain, Live Stock and Coöperative Mercantile Co. of Niles, Ottawa County, Kansas, was incorporated last month with a capital stock of \$5,000.

The farmers have organized an elevator company at Rozel, Kan., to build and operate an elevator. M. K. Krider is president; A. H. Smith, secretary; O. B. Ticknor, treasurer.

The farmers have organized an elevator company at Ellinwood, Kan., and purchased Moses Bros.' elevator there, which they will enlarge. Chris Bock and G. Toepke are interested parties.

Oberfelder & Co., grain dealers of Sidney, Neb., recently shipped a car of spring wheat to Spearfish, S. D. Hope is expressed that it may lead to further shipments to the Black Hills country.

The Cannon-Weiner Elevator Co. of Butler, Mo., has been incorporated with a capital stock of \$2,000. The incorporators are Walker Cannon, Max Weiner, Emma Weiner and H. M. Cannon Jr.

The property of the Argentine Elevator Co. in Argentine, near Kansas City, Kan., has been transferred to the Union National Bank of Kansas City for \$15,000. It was taken in on a settlement.

In addition to the new Culver, Noyling, Watson and Imboden elevators at Wichita, Kan., the prospects seem good for the erection of at least two more. These will be built by the Western Grain & Storage Co. and the R. F. Coates Grain Co.

Gregg Bros. Grain Co. of St. Joseph, Mo., have sold their grain business at Sabetha, Kan., to Nelson & Samuelson of Nebraska. The new firm will begin the erection of a 10,000-bushel elevator at once on the site where the old one recently burned. Harry Melendy has been retained by the new firm as resident manager.

D. M. Brown of Lewis, Edwards County, Kansas, has complained to the Board of Railroad Commissioners that the Santa Fe will not give him track room upon which to erect a grain elevator. He asserts that he made application to the road over a year ago, but has never been able to elicit an answer from the officials.

The Farmers' Elevator Company is composed of Reno County farmers, who recently commenced the erection of an elevator in Haven, Kan. A survey showed that the elevator was in the middle of a street, and the county attorney asked the district court for an injunction restraining the company

from continuing the work. The injunction was refused, and later the Supreme Court also refused to grant a stay in the case.

THE DAKOTAS.

Baltic, S. D., is to have a new elevator.

Work is in progress on an elevator building at Elk Point, S. D.

Geo. Lippman of Echo, Minn., will build an elevator at Granville, N. D.

J. W. Lahart of Jamestown is building a large elevator at New Rockford, N. D.

David Wellman contemplates starting in the grain business at Sheyenne, N. D.

The Minneapolis & Northern Elevator at Arvilla, N. D., is being repaired and enlarged.

A new foundation is being put under the Andrews & Gage Elevator at Edgeley, N. D.

The Victoria Elevator Co. will place an Evans Wagon Dump in their new elevator at Mina, S. D.

The Harwood Farmers' Elevator Co., Harwood, N. D., has been incorporated by Melvine Carmine, C. B. May and others.

John J. Mullaney has purchased the McCaull, Webster & Co. elevator at Beresford, S. D. He took possession June 1.

The Argusville Farmers' Elevator Co., Argusville, N. D., has been incorporated by J. M. Tusten, E. E. May, F. G. Buck and others.

The Empire Elevator Co. will install an Evans Wagon Dump as a part of the equipment of their new elevator at Keller, S. D.

The Great Western Elevator Co. are building a new elevator at Revillo, S. D., and have ordered an Evans Wagon Dump for the same.

The Royal Elevator Co. will build at Balfour, N. D., an elevator 30x30 feet in connection with their warehouse, giving them a total capacity of 25,000 bushels.

The Marfield Elevator Co. have eradicated a landmark at Redfield, S. D., by tearing down the large circular elevator there and using the lumber for an elevator at another point.

CANADIAN.

Some improvements have been made on the Hodd & Cullen elevator at Stratford, Ont.

The Tavistock Milling Co., Tavistock, Ont., are engaged in building a 200,000-bushel grain elevator.

A 12,000-bushel wheat elevator is being erected in connection with the Cawthorp Mill at Thamesford, Ont.

Laing & Co. have completed a 25,000-bushel elevator at Petrolia, Ont. It is operated by a gasoline engine and has all modern conveniences, including a feed mill.

A newspaper correspondent says that an elevator or grain warehouse will be badly needed this fall at Edraus, Manitoba, five miles from Rutherford, the nearest postoffice.

S. A. McGaw has sold his grain business at Goderich, Ont., to a stock company which will erect a large flour mill and do business as the Lake Huron & Manitoba Milling Co.

MORE TERMINAL ELEVATORS.

The National Milling Company of Toledo is enlarging its elevator capacity on the East Side by the construction of six circular tanks, each of 125,000 bushels' capacity. As the old elevator of the company has 750,000 bushels' capacity, the total storage room of the plant will be 1,500,000 bushels. The entire series of tanks is to be finished ready for use by October 1.

The contract for the New York Central R. R. Co.'s mammoth elevator at Weehawken, N. J., illustrated and described in this paper some months ago, has been let to Geo. M. Moulton & Co., engineers and contractors, of Chicago. It will be one of the largest operating grain elevators in the world, having a storage capacity of 2,000,000 bushels. The existing elevator of the company at Weehawken, with storage capacity of 1,200,000 bushels, will be retained and kept in operation. The materials will be steel and cement, the superstructure resting on piles. The dredging and foundation contracts were let to New York firms. The steamer berths alongside will have thirty feet of water.

The new weighing charge for team loads authorized by the Milwaukee Chamber of Commerce is 50 cents for each car of ten wagonloads or under and 5 cents per load for loads above ten in a car.

CROP REPORTS

In Manitoba everything so far is reported as being favorable to a good wheat yield.

The Missouri crop report for June 1 gives the condition of wheat at 83, against 97 on May 1; oats, 57, against 81; corn 77, against 94.

The wheat crop in Central Georgia is reported to be fine. This is the third year that the crop has been successfully tried in that section.

Wheat and barley crops in Southern California are very promising and a good harvest in nearly all sections of the state is looked for.

Much needed rains have fallen in Minnesota this month, and all danger from drouth seems now to be averted. Crop prospects at the present time seem very flattering.

Wheat and barley in the Gallatin Valley, Montana, are said to be doing finely. There have been copious rains so that but little irrigation will be required to mature the crops.

The harvesting of wheat began in Oklahoma during the first week in June. Reports from different sections say the average will be 20 bushels to the acre and that 25,000,000 bushels is a conservative estimate for the territory.

Reports from all the wheat belts of Washington and Idaho indicate that a bigger crop of wheat will be harvested than last year, although it will be from two to three weeks later. There are no unfavorable conditions or prospects.

All reports from Texas seem to agree as to the damage to the small grain crops of the state by early drouth and the aphid or green bug. Not more than one-fourth a crop of oats will be secured and not over half a crop of wheat. The acreage of corn, however, is largely increased. Pasturage in the grazing sections is good as a rule.

Dry weather and light frosts have caused considerable anxiety and uncertainty in the Dakotas, but June has already brought some rain, and well-informed farmers claim the frosted corn will be as thrifty as ever in a short time. With favorable conditions from now until harvest a big crop of wheat is looked for by those familiar with these two states.

The condition of Nebraska crops as reported from Lincoln on May 29 was as follows: Winter wheat has generally grown well, although chinch bugs have done some damage and in places more rain would have improved the crop prospects. Oats have grown fairly well, but continue thin on the ground and in rather poor condition. Grass has improved in western counties, and generally pastures and meadows are in good condition. Corn planting is nearly finished in northern counties, and some re-planting has been done in southern. The low temperature has been unfavorable for the germination and growth of corn, and it is coming up slowly.

The Michigan crop report issued by Hon. Fred M. Warner, Secretary of State, dated June 10, is in part as follows: Wheat—Nearly every one of the southern counties report damage by the fly. In some places it is beginning to fall to the ground. The indications, at the present time, are that the crop will be no better than last year. The average condition of wheat in the state is 72. This is based on estimates made on the first of June at which time the damage had not become so noticeable. Corn—The weather during May was very favorable for the corn crop. The acreage in the state is 98; average condition, 71. Condition of oats, 89. Acreage of barley as compared with last year, 89. Hay prospects generally good.

The report of the Iowa Section of the U. S. Weather Bureau, dated Des Moines, June 10, is as follows: The week brought a favorable change in the condition of all crops, though the temperature averaged from 1 to 3 degrees below normal. The rainfall and cool weather have been beneficial to small grain, pastures and meadows. The hay crop, however, will be generally light, except in meadows consisting mainly of clover, which has made a fine stand. Reports received from crop correspondents of this service make the following estimates of crop conditions: Winter wheat, 97 per cent; spring wheat, 93; corn, 90; oats, 89; rye, 95; barley, 93; flax, 89; meadows, 90; pastures, 93. The reports indicate that farmers are now holding about 15 per cent of the corn crop of 1900.

The official report of the Ohio State Department of Agriculture for June 1 gives the following percentage estimates of the crops in the state as compared with an average: Wheat, 89; winter barley, 87; spring barley, 86; rye, 90; oats, 85; clover, 87; timothy, 87. The condition or prospect of wheat continues good, and the season is now so near the harvest that fear of great damage by fly is becoming less, notwithstanding there are a few counties reporting prevalence of fly, and two or three where reports indicate conditions for serious damage.

Generally speaking, the plant is strong and healthy and gives indications of a good average yield per acre, although it should still be borne in mind that the total area is less than an average and therefore, even with the best results in bushels per acre, the total product cannot equal a full average product for the state. Wheat condition has gradually improved since the opening of spring, each month's estimate showing an upward move of a few points.

The report of the Kansas Department of Agriculture gives the average condition of winter wheat for the whole state as 82, a decline of 17.8 per cent since April 5. Secretary Coburn places the wheat acreage at close to, if not above, the largest ever officially recorded, which was 5,110,873 acres harvested in 1893. Some damage in a few localities has been done by the Hessian fly and other pests. Secretary Coburn indulges in some keen sarcasm in commenting on the efforts of the traveling "experts" to destroy the Kansas wheat crop. The present area in corn as estimated by correspondents is approximately 6,900,000 acres, or a half million less than one year ago. The condition for the state is 81.38, as against 93.2 one year ago, and 90 two years ago. No county reports a condition of 100 and but very few of the real corn counties reach 90. The backward and extremely cool spring followed by protracted dry weather have delayed planting, germination and cultivation nearly everywhere.

The report of the United States Department of Agriculture, dated June 10, 1901, is in part as follows: Spring Wheat—Preliminary reports of the spring wheat acreage indicate a reduction of about 1,200,000 acres, or 6.4 per cent. The average condition on June 1 was 92, as compared with 87.3 at the corresponding date last year, and 91.4 on June 1, 1899. The mean of the June averages for the last ten years is 92.6. The averages of the principal states are as follows: Oregon, 95; California, 94; Minnesota, 93; Iowa and South Dakota, 92; North Dakota, 91; Wisconsin, 89; Nebraska, 88. Winter Wheat—The average condition declined during May 6.3 points, the condition on June 1 being 87.8, as against 94.1 on May 1. On June 1, 1900, the condition was 82.7 and on the corresponding date in 1899 67.3. The mean of the June averages for the last ten years of winter wheat is 81.2. The principal averages by states are as follows: Maryland, 100; Virginia, 98; Pennsylvania, 96; California, 92; Ohio and Indiana, 90; Tennessee, 88; Kansas, 87; Missouri, Illinois and Oklahoma, 84; Michigan, 68, and Texas, 46. The low condition in Texas is due to drouth and the ravages of the wheat plant louse; in Kansas, Oklahoma and Missouri the crop has been damaged by the Hessian fly and by drouth; in Michigan the Hessian fly has seriously injured the crop and it has done considerable damage in portions of Indiana, Illinois, and Kentucky. The present averages of condition relate strictly to the crop still under cultivation on June 1. Oats—The total reported acreage is smaller than the acreage harvested last year by 3.8 per cent. The average condition is 85.3, against 91.7, on June 1, 1900; 88.7 at the corresponding date in 1899, and a ten-year average of 90. Of the states having one million acres or upward in oats Pennsylvania reports 3 points and Ohio and Michigan 2 points above their ten-year averages, while Minnesota and New York report 1 point, Wisconsin and Nebraska 2 points. Illinois 3 points, Indiana 7 points and Kansas 12 points, respectively, below the mean of their June averages for the last ten years. In Iowa the condition is reported as 94, corresponding with the ten-year average in that state. Barley—The acreage reported is 1.2 per cent smaller than the area harvested last year. There is an increase of 7 per cent in California; a decrease of 2 per cent in Minnesota; of 4 per cent in Wisconsin and South Dakota; of 6 per cent in Iowa, Kansas and New York, and of 8 per cent in North Dakota. The average condition is 91, against 86.2 on June 1, 1900; 91.4 at the corresponding date in 1899, and a ten-year average of 88.5. Rye—The acreage shows a reduction of 1.9 per cent from that harvested last year. Iowa reports a decrease of 10 per cent in acreage. The average condition of rye is 93.9, as compared with 87.6 on June 1, 1900, and a ten-year average of 89.4. Clover—The acreage and condition for the country as a whole cannot be satisfactorily determined.

Baltimore has six grain elevators with 5,250,000 bushels' storage capacity, or a total of 1,000,000 bushels greater than that of the six houses in Philadelphia.

When the first boats arrived at Ogdensburg, N. Y., with grain from Chicago, the men at the Ogdensburg Transit Company's elevator struck against the use of the Westbrook patent shovels operated by compressed air. This strike was made late last season and was successful, but the shovels are now installed and five men do the work of 20. The men demanded the employment of the old gang of shovelers at increased pay if automatic shovels are continued. Non-union men were employed and the work proceeded without interruption.

PERSONAL

B. Miller is now in charge of the elevator at Hull, Ill.

Van R. St. John informs us that he has removed from Harvey, Ill., to Utica, Ill.

M. Bauer of Wathena, Kan., has been appointed grain inspector for Elwood, Kan.

John Polan has severed his connection with the Trans-Mississippi Grain Co. at Mondamin, Ia.

W. E. McGowan has been reappointed manager of the Western Grain Company's business at Oto, Ia.

Ralph A. Schuster is now in the cash grain department of the George H. Phillips Company, Chicago.

August Nelson is now manager of the Cargill elevator at Dassel, Minn., vice Peter Nelson, resigned.

E. D. Langer is now in charge of the Pacific Elevator Co.'s elevator at Dawson, Minn., succeeding J. H. McLaughlin.

J. A. McDonald, who has had charge of the M. & N. Elevator at Willow City, N. D., has been assigned to another position.

Frank Sitley, of Sitley & Son, grain dealers of Camden, Pa., slipped while alighting from a trolley car and was dragged some distance and severely bruised.

James E. Duff of Colfax, Wash., has been appointed agent for the Tacoma Grain Company and will have charge of a grain warehouse at Ritzville, Wash., from June 1.

S. D. White has resigned as manager of the Farmers' Elevator at Hurley, S. D., and has accepted a similar position with the Farmers' Elevator Company at Viborg, S. D.

Preston Crowell of Fairmount, W. Va., has resigned his position as freight agent at that place and will engage in the grain brokerage business with A. Felty, with headquarters at Fairmont.

Eugene Wagner of Grove City, O., and a member of the firm of Tingley & Wagner, grain dealers, is a candidate for nomination as representative to the State Legislature on the Republican ticket.

James Pettit continues as manager of the Peavey Elevator Company's business in Chicago, in spite of his suspension by the Chicago Board of Trade, which the company considers to have been due to a technicality.

Blanchard Randall, president of the Baltimore Board of Trade, and a member of the grain firm of Gill & Fisher, has just returned from a tour of several months through Southern Europe, accompanied by his wife.

Hamilton Clements of Liverpool, Eng., representing Ross T. Smythe & Co., one of the largest grain firms in England, has been visiting the grain trade centers of the United States, and has bought heavily of Kansas wheat for export.

L. D. Marshall of Minneapolis will succeed E. S. Reishus as chief grain inspector for Minnesota, the change to occur August 1. Mr. Marshall was superintendent of the St. Anthony and Dakota Elevator Company for several years.

W. H. McWilliams, until recently manager of the Duluth line of Peavey elevators, has become manager of the National line, which covers a large part of the Northwest, with many houses in the Red River Valley and North Dakota.

M. Cambon, the French minister, was a recent visitor to the Chicago Board of Trade. He made a short address on the floor, complimenting the brokers on the large business interests represented and the wonderful growth of the city.

Frank Schebler, who has been connected with the Davenport Elevator Company as grain buyer at Davenport, Ia., has gone into business for himself, opening a feed store at 421 Ripley street, Davenport. He will retain his connection with the elevator company.

J. S. Wiley, representing Pratt & Co., of Decatur, spent a few days in Chicago the past week, visiting his friends on the Board of Trade. After the middle of June he will be located for some time at Buffalo, N. Y., at the headquarters of Pratt & Co., in that city, and will hold "open house" to all his western friends.

W. B. Sheffield of Ada, Minn., has been appointed superintendent of the St. Anthony & Dakota elevator system, vice Mr. Marshall, who has been appointed state grain inspector, and who has held the position for ten years. Mr. Sheffield has been Mr. Marshall's assistant. His headquarters will be at Crookston, Minn.

HAY

S. P. Whittaker is erecting a new hay warehouse at Quarry Hill, N. Y.

Chas. Munson is building a new hay warehouse, 30x60 feet, at Macomb, Ill.

The farmers of Central California began cutting their hay in the third week of May.

James W. Austin is reported as having discontinued the hay business at Detroit, Mich.

The hay crop in New York state is said to be in fine condition, and quite in contrast to the wheat crop.

Martin & Whalen are erecting a large hay warehouse at East Liberty, O., and will deal extensively in hay.

The farmers of Maine are predicting that the hay crop of that state will be a large one this season. The early spring has made the fields look green and promising.

Hay has been imported into the section tributary to Two Rivers, Wis., to meet the unusual demand. This is regarded as one of the best hay producing sections of the state.

The City Hay Company is the name of a new organization at Grand Ledge, Mich. Wm. Andre and Nathan Holt compose the company and they will handle hay, straw, seed and wool.

The barge R. Miller, belonging to Washburn & Co. of Linlithgo, N. Y., was gutted by fire at the foot of West Thirty-fourth Street, New York City, May 14. The cause of the fire is not known. About 40 bales of hay were destroyed. Insured.

The Strong-Lefferts Co. of Bellport, Suffolk Co., N. Y., has been incorporated with a capital stock of \$5,000, to deal in hay, grain and produce. The directors are T. M. Strong and D. C. Lefferts of Brooklyn and A. N. Bingham of New York City.

A writer in the Journal of Lewiston, Me., calls the attention of the farmers of that state to the necessity of resorting to other forage crops than hay for the wintering of their stock. He thinks that Maine farmers are wont to put too much dependence on hay.

James O'Keefe, residing on a farm near Grand Forks, N. D., is said to have cut new hay from a slough on his farm, which he sold in the city for \$14 a ton, a big price for that locality. This story of new hay in the middle of May in North Dakota is vouched for by the Grand Forks Herald.

An attachment in favor of Perry Hatch has been placed on the hay and feed store of Henry T. Shotwell, of 82 Classon Avenue, Brooklyn, N. Y., for \$1,607 for hay, straw and oats. The attachment was granted on the allegation that Mr. Shotwell could not be found at his place of business.

Albers & Schneider have established a new hay compressing plant at Portland, Ore. They have a contract to supply the United States government with 1,700 tons of compressed hay. They press both square and round bales, and have furnished the government with 6,000 tons of hay this season, of which about 2,000 tons came from Idaho. Their plant will be large enough to fill all orders for export and will load directly from warehouse to steamship.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending May 18, sales of Choice Timothy ranged at \$13.75@14.50; No. 1, \$13.00@13.75; No. 2, \$12.00@12.50; not graded, \$10.00@13.50; Choice Prairie, \$12.25@13.00; No. 1, \$11.50@12.50; No. 2, \$9.75@11.00; No. 3, \$9.00@10.00; not graded, \$11.00. Rye Straw sold at \$8.00@9.00, and Oat Straw at \$6.00@6.50. The receipts for the week were 2,474 tons, against 2,585 tons for the previous week. Shipments for the week were 153 tons, against 94 tons for the previous week. The market for Timothy Hay ruled firm during the week. All consignments sold readily. Prairie Hay also ruled firm and the demand was good for choice goods.

During the week ending May 25, sales of Choice Timothy ranged at \$12.75@14.50; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; not graded, \$9.50@12.00; thrashed, \$7.00@8.00; Choice Prairie, \$12.00@13.00; No. 1, \$11.50@12.25; No. 2, \$11.00; not graded, \$11.00@11.50. Rye Straw sold at \$7.50@9.00; Wheat Straw at \$5.75@6.50, and Oat Straw at \$5.75@6.50. The receipts for the week were 3,569 tons, against 2,474 tons for the previous week. Shipments for the week were 102 tons, against 153 tons for the previous week. A quiet and rather dull market was experienced for both Timothy and Prairie Hay during the week. The arrivals showed a liberal increase and only a fair inquiry existed.

During the week ending June 1, sales of Choice Timothy ranged at \$12.75@13.50; No. 1, \$12.00@12.50; No. 2, \$11.00@12.00; not graded, \$10.00@11.00; no

grade, \$9.25; Choice Prairie, \$12.00@12.50; No. 1, \$11.00@11.75; No. 2, \$10.50; not graded, \$10.00@11.00. Rye Straw sold at \$8.50@9.00; Wheat Straw at \$6.25@7.00, and Oat Straw at \$6.00@6.25. The receipts for the week were 2,687 tons, against 3,569 tons for the previous week. Shipments for the week were 207 tons, against 102 tons for the previous week. Only a moderate business was transacted during the week. The arrivals showed quite a falling off but the demand was also restricted and the market ruled rather dull. Very little was done on shipping account, and prices exhibited no material change, although the feeling was easier.

During the week ending June 8, sales of Choice Timothy ranged at \$13.00@13.50; No. 1, \$11.50@13.00; No. 2, \$11.50@12.50; not graded, \$9.50@12.50; Clover Mixed, \$10; Choice Prairie, \$11.75@12.50; No. 1, \$11.00@11.75; No. 2, \$9.50@10.00; No. 3, \$8.00; No. 4, \$8.50@9.00. Rye Straw sold at \$8.50@10.50. Wheat Straw at \$6.75@7.00, and Oat Straw at \$5.00@7.00. The receipts for the week were 3,336 tons, against 2,687 tons for the previous week. Shipments for the week were 251 tons, against 207 tons for the previous week. The market ruled quiet during the early part of the week, and prices were weak and a shade easier. Toward the close of the week the demand improved, but prices showed no advance.

Items from Abroad

The new "Pacific," or corn exchange, at Hull, England, was opened on May 15.

Germany imported in 1899 from Austria-Hungary 604,000 tons of malting barley and 195,000 tons of malt.

Germany is steadily increasing her per capita consumption of wheat and rye, but that of wheat is growing faster than that of rye.

A reliable German authority predicts that the empire will be required to import 55,000,000 bushels more of wheat and 27,500,000 bushels more of rye this year than last.

Grain shippers of both North and South American ports have notified Antwerp receivers that unless the ruinous shortages at that port are corrected grain will hereafter be shipped only to Rotterdam or Dunkirk.

Spain's importations of wheat in 1900 amounted to 213,550 tons, or about 7,830,000 bushels. Barcelona handled 65.25 per cent of the total and Valencia 17.37 per cent, the balance being received by ten other ports.

The decline of Odessa as a wheat export market has been steady for several years. This decline began in 1890, with the opening of the export trade of Rostoff-on-Don, and has recently been emphasized by two bad harvests in succession.

The official French crop report shows that winter wheat is very good in three departments, good in forty-three, fair in thirty-four, and passable in five. The spring wheat is very good in one department, good in eighteen, fair in twenty, and passable in three. There is no spring wheat in other departments.

The municipal authorities of Lincoln, England, in May took the bull side of oats and bought 3,440 bushels, or fourteen months' consumption. When criticised for this speculation it was replied that the corporation had been offered 6 cents per bushel for its contract and had also obtained a further discount of 3-10 of a cent a bushel for cash. And thus the bull vindicated himself.

The last wheat crop of Portugal being a fairly good one, the duty has been increased to such an extent that American exports to that country are reduced to the minimum. Portugal makes it a rule when there is enough home grain to meet the demand to impose an excessive duty. As soon as the home supply is exhausted, this duty is removed and foreign grain admitted into the country.

The Argentine government has approved the plans presented by the Rosario Railway Company, for the construction of grain elevators in Dock 2, of the Buenos Ayres port works. The plans have been prepared by the American elevator engineer, Mr. F. Fox. There will be three elevators built of steel and with a total capacity of 9,000 tons per day. Each will be able to lift ten tons in a minute and a half. The cost of the three elevators is about \$1,500,000. It is expected that they will be ready in December next.

A cable of recent date says that: "Owing to the bad crop prospects in Prussia, Count von Buelow, in his capacity of president of the Prussian Ministry, has advised the various government departments concerned to prepare for taking suitable measures to provide state aid for the purpose of meeting the situation. The harvest threatens to be a failure over large areas of the monarchy. Prussia's losses on account of the crop shortage are estimated by the president of the standing

committee of the Prussian Board of Trade and Agriculture in his report to Count von Buelow to be: Wheat, 183,750,000 marks, and rye, 103,000,000 marks (\$43,732,500 and \$24,514,000 respectively)."

FLAXSEED

It is reported that E. Lewis Metzger of Philadelphia and Guy G. Major of Toledo, Ohio, will erect, at the latter place, the largest linseed oil mill in the world, to be run in opposition to the trust.

John Bannon has added a new oil filter to his independent linseed oil plant at Grand Forks, N. D. Mr. Bannon says that the flax acreage this year in the neighborhood of Grand Forks will be the largest ever sown. The grain is growing rapidly, and shows a remarkably sturdy growth.

The R. W. English Refining Company of Montreal, Canada, will erect a linseed oil mill of 20-press capacity, which, it is said, will be the largest in Canada. The contract has been let to the Steel Storage and Elevator Construction Company of Buffalo, and provides also for the erection of a steel elevator with a capacity of 400,000 bushels, and warehouses for cake and feed.

The production of flaxseed on an important commercial scale is confined almost exclusively to four countries—Russia, British India, the United States and Argentina. Russia in average years produces from 40 to 50 per cent of the world's crop, British India from 15 to 25 per cent, the United States from 10 to 20 per cent, and Argentina about 10 per cent. One striking change in the relative position of these four countries as producers is apparent in 1899. In that year the United States rose to the first rank as a producer of this seed, with a crop of 20,086,000 bushels, against 18,022,000 bushels for Russia, 11,827,000 bushels for British India, and 9,000,000 bushels for Argentina; or, about 29 per cent of the total world's crop in 1899 was the product of the United States, against 26 per cent in Russia, 17 per cent in British India, and 13 per cent in Argentina.

The American Linseed Company was formed under New Jersey laws in December, 1898, in pursuance of a plan to consolidate a number of independent mills with those of the National Linseed Oil Company, which had become embarrassed financially, and was being reorganized. Recently a mortgage for \$6,000,000 on the plants was given to the Morton Trust Company of New York. A syndicate, headed by Blair & Co. of New York, took the notes. The company agreed to nominate a board of directors selected by Blair & Co., and that while any of the notes were outstanding the entire net earnings, less such sum as the directors deemed necessary for working capital, should be applied to payment of the notes. Lately a plan has been under consideration for reorganizing the finances of the company under the direction of Blair & Co., but instead of carrying that out the present consolidation was agreed upon.

The American Linseed Company has been absorbed by the Union Lead & Oil Company, which was recently organized in New York, and said to be controlled by Standard Oil Company interests. Control of American Linseed has been secured by the Whitney-Ryan syndicate, representing the Standard Oil Company. In the consolidation each share of Linseed preferred is to receive \$48 in the stock of the new company, and each share of Linseed common \$18 in the new company. The American Linseed Company has \$33,500,000 of stock outstanding, divided equally between common and preferred. The Union Lead and Oil Company will have a capital of \$17,000,000, all of one class. Under this plan \$11,055,000 is to be paid for an original investment of \$16,750,000, representing a shrinkage of \$5,695,000 in a little less than two years and a half. The company was said at one time to have lost \$5,000,000 through speculation in the flaxseed crop, but the officials denied this.

Minneapolis has six linseed oil mills with a combined capacity of 6,000,000 bushels annually, or 40 per cent of the total capacity of the linseed oil mills of the country. These mills can make in a year 15,000,000 gallons of linseed oil and 228,000,000 pounds of oil cake. Chicago and Buffalo rank next, each having linseed mills with an annual capacity of about 3,000,000 bushels. The largest of the Minneapolis mills is that of the Midland Company, generally known as the Warner Mill. It is an independent mill and has a total capacity of 2,500,000 bushels a year, and employs 200 men the year around. Another Minneapolis mill, known as the Western, has a capacity of about 2,000,000 bushels a year. It is controlled by the American Linseed Company. Other trust mills are the Archer, Douglass and Minnesota. The Forman-Ford mill is a small mill used only to supply oil to the Forman-Ford Glass Company of Minneapolis. Last year about 11,000,000 gallons of oil and 180,000,000 pounds of oil cake were shipped from Minneapolis.

Fires - Casualties

The Farmer's Elevator, Ortonville, Minn., burned about 3 a. m., June 9. Loss about \$4,500, fully insured.

Fire damaged the grain elevator at Nunica, Mich., Saturday evening, May 27. The flames were finally gotten under control.

The State Elevator at Silver Lake station, seven miles north of Glencoe, Minn., was destroyed by fire lately. The loss was partially covered by insurance.

Eugene F. Adams, of Adams Bros., grain dealers, Manchester, N. H., fractured his elbow by a fall from a load of grain. It will be some time before he can use his arm again.

Charles Corr, while working on the Trans-Mississippi Grain Company's elevator at Salix, Ia., fell from a scaffolding to the ground and was severely injured.

M. Slife's elevator at Dedham, Ia., was burned at noon, June 6, with about 2,000 bushels of wheat, 2,000 bushels of corn and 1,500 bushels of oats. Loss, total.

Wolf Bros. & Rowland's elevator at Lanark, Ill., was destroyed on the afternoon of May 31 by a fire of unknown origin. There was 5,000 bushels of grain in the elevator.

Seth F. Pratt's elevators at Swan Creek, Ill., were burned May 26, with 2,000 bushels of corn and 4,000 bushels of oats. Cause unknown. The loss is estimated at \$20,000, with partial insurance.

The elevator at the foot of Seventh Street, St. Joseph, Mo., owned jointly by J. H. Gregg and the Gregg Brothers Grain Company, was damaged by fire at an early hour May 9. The loss was fully insured.

Metzger Brothers' elevator at Dunkel, Ill., was burned May 10 at midnight. It contained a large quantity of grain. The loss was \$20,000; insurance, \$15,000. The fire is supposed to have been started by tramps.

Collins, Grayson & Co.'s bay and grain store at Savannah, Ga., was completely destroyed by fire early in the morning of May 8. Defective electric wiring was the cause. The loss was about \$10,000; insurance, \$7,500.

Ricketts & McDaniels' elevator at Lake City, Ill., caught fire early in the morning of June 5, and was totally destroyed. Several other buildings and 10,000 bushels of grain were destroyed. Loss, \$12,000; insurance, \$7,000.

F. S. Griffin's elevator at Masonville, Iowa, was burned about 6 o'clock p. m., May 28. About fifteen to eighteen thousand bushels of oats and some corn were destroyed. The fire started in the cupola. The loss was about \$10,000.

A grain elevator at Kirkwood, Ohio, owned by O. S. Marshall & Co. of Sidney, Ohio, was burned May 12, with 7,000 bushels of corn. The loss was total; insured. The fire started from a spark from a locomotive. The elevator will be rebuilt.

Ward & Teegardin's elevator at Ashville, Ohio, was burned May 26. The origin of the fire is not known. There were 16,000 bushels of corn and 3,000 bushels of wheat in the elevator, all of which was ruined. The loss is \$17,000; insurance, \$11,500.

The Lake of the Woods Milling Company's elevator at Indian Head, Man., was burned May 18. The elevator contained 23,000 bushels of wheat, all of which was destroyed. Both building and contents were insured. The cause of the fire is not known.

A grain elevator at Sanger, Texas, recently built by Jasper Wells, was struck by lightning May 24 and set on fire. The flames were making good headway when the rain began to descend in torrents and the fire was soon extinguished, with small damage.

A warehouse owned by H. H. Driggs and located at Fowlerville, Mich., was burned at 3 o'clock p. m., May 11. It contained about 25 tons of baled hay, which was burned, together with a car of hay owned by Fowler Brothers. The origin of the fire is not known. Building and contents were insured for \$800.

Creel & Porter's warehouse at Carrollton, Mo., was burned down about 2 o'clock p. m., May 10. Fire was discovered in the warehouse and was extinguished, as was supposed, but suddenly broke out again in the straw and hay. The loss was about \$2,500, partly insured.

Fire started on the roof of the Pabst Brewing Company's elevator at Milwaukee from a tinner's furnace and damaged the elevator to the extent of \$25,000, machinery and contents \$40,000, cupola of

malt house with machinery and top story of malt house, \$100,000. John Smith, a tinner, died from injuries received by falling four stories while trying to slide down a rope from the elevator roof. The fire department found difficulty in reaching the fire on account of the great height of the building.

James Lynch, a scooper, while working in the hold of a boat at Buffalo, N. Y., slipped into the conveyor leg of the Niagara Elevator, was caught in the buckets and drawn up to the top, a distance of 135 feet. He was carried over the wheel and dropped into the grain bin a lifeless mass of flesh and broken bones.

O. A. Cooper's elevator at Elk Creek, Neb., caught fire May 29, at 3 o'clock p. m., from a hot box in an upper story and was soon destroyed. The building contained 2,500 bushels of grain, mostly wheat, and the loss is estimated at \$6,500; insurance, \$2,500. Mr. Cooper will erect a modern building in place of the one burned as soon as possible.

A building owned by the Cortland Wagon Company and located at Eighty-first and Wallace streets, Chicago, was burned May 26 at night. It had been used for two years for the storage of broom corn, and contained at the time of the fire about \$200,000 worth, the property of W. L. Roseboom & Co., Chicago, all of which was destroyed. Insured.

Fire broke out in the malt house of the Peoria Malting Company at Peoria, Ill., at 11 o'clock p. m., May 10, caused by the slipping of a belt. After a hard fight by the fire department the flames were extinguished with a loss of about \$10,000. The damage was mainly to 30,000 bushels of grain which was stored in the building. The loss was fully insured.

The Eclipse Elevator on the Kansas City Southern Ry., near Kansas City, Mo., was completely destroyed by fire on the evening of June 8. It was in the hands of Washington Adams, receiver. It contained 70,000 bushels of wheat, which a couple of weeks before had been taken from the ruins of the Armour Elevator in a water-soaked condition. Spontaneous combustion may have caused the fire.

Spelts & Co.'s elevator at Bellwood, Neb., was burned at midnight, May 14. The fire consumed 2,000 bushels of corn in the elevator and 2,000 bushels of ear corn in an adjoining crib. From the Spelts Elevator the flames leaped to the Central Granaries Company's elevator, which, together with an engine and 2,000 bushels of grain, was consumed. The fire is said to have been set by tramps. All the losses were covered by insurance.

Fire destroyed R. F. Lyons' elevator at Carberry, Man., shortly after midnight on the morning of May 11. A hot box in the top of the elevator started the blaze. Building and contents were a total loss. The elevator contained 51,000 bushels of wheat, 12,000 bushels of oats and 8,000 bushels of barley. The building was valued at \$7,000. The insurance on grain was \$29,000, and on building and machinery \$5,500. Mr. Lyons is undecided about rebuilding.

The Grand Forks Oil Mill at Grand Forks, N. D., was burned May 31 at night. The building was formerly the White Elevator, an old landmark built in 1882 and purchased in 1900 by the citizens and donated as a bonus to John Bannon, the present proprietor, who remodeled it and equipped it with linseed oil machinery. Mr. Bannon estimates the plant at \$25,000 and contents in oil and seed at \$10,000. He carried \$20,000 insurance. The fire was apparently of incendiary origin.

The elevator at Waterfront and Riverview Avenue, Kansas City, Kan., owned by the Armour Packing Company and operated by the Merchants' Elevator Company, was badly damaged by fire May 18. The fire started in an upper story shortly after the elevator shut down for the day; cause unknown. The upper part of the elevator was badly burned and the grain and machinery were damaged by water. The elevator contained 70,000 bushels of wheat and 10,000 bushels of oats. The loss is estimated at \$50,000; insured.

The first sample of the present crop of oats was received in Chicago on June 1 by the J. Rosenbaum Grain Company from Belton, Texas.

The Central Grain Stock Exchange, the bucket-shop establishment which has so tenaciously fought the Chicago Board of Trade for the maintenance of grain quotations, has complied with the new revenue law and filed its address and list of stockholders at the internal revenue office.

The week ending May 25 was the heaviest week that Boston has ever had in grain receipts from the West, 2,196,304 bushels having been brought on the several railroad lines. The feature of this immense supply was that the greatest part of it was for export to English ports and the continent, including 252,686 bushels of oats, 488,106 bushels of corn and 1,300,279 bushels of wheat.

OBITUARY

Frank Penberthy, head of the wholesale grocery firm of Penberthy, Cook & Co. of Menominee, Mich., is dead. He was a pioneer grain merchant in that section.

William S. Preston died at Cognac, France, May 18. He was 74 years old and was formerly United States consul at Liege, Belgium, and later at Cognac. He was well known to the grain trade of Chicago and the Northwest.

J. A. Stitzel died at his home in Loudonville, O., recently, aged 71 years. He was superintendent of the Northwestern Elevator and Mill Company and the Hicks-Brown Milling Company, of which his son, F. R. Switzel, is head miller.

Daniel Suess died at his home in Milwaukee, Wis., June 7, aged 76 years. He was a native of Germany and settled in Milwaukee in 1843, since which time he had been engaged in the grain business. He was well known on 'change.

S. E. Hurlbut died at his home in Evanston, Ill., May 5. He was 76 years old. Mr. Hurlbut was born in Colebrook, Mass., and came to Chicago in 1865. He was engaged in the grain and brokerage business during most of his career.

James L. Fitzgerald died May 16 on a farm near Woodbury, Pa. He was 60 years old. In early life he was a member of the firm of Fitzgerald, Brew & Fitzgerald, who were pioneers in the grain business at Front and Market streets, Camden.

Thomas A. Porter died suddenly at his home in Chicago June 1. He was talking to members of the family when he complained of being ill. A physician was called, but before he arrived Mr. Porter was dead. Heart failure was assigned as the cause. Deceased was formerly a well-known grain inspector of Chicago.

Philo Bundy died at his home in Oswego, N. Y., June 1. He was born in Oxford, N. Y., and was 84 years old at the time of his death. He was formerly extensively interested in the grain business at Oswego, Chicago and Toronto, and did much to make Oswego famous as a grain port on the Great Lakes. Three daughters survive him.

Thomas Driver died at Windsor, Vt., May 13, aged 66 years. Mr. Driver was formerly a well-known member of the Chicago Board of Trade, and for many years a resident of Oak Park. He was born in Salem, Mass., served through the Civil War, and came to Chicago in 1865. Ten years ago he moved to Windsor, Vt. His wife and daughter died some years ago, and no immediate relatives survive him.

George M. Sterne died at the Lakeside Hospital, Chicago, May 22, aged 55 years. The immediate cause of his death was blood poisoning, brought on by progressive paralysis, from which Mr. Sterne had suffered for years. Deceased was senior member of the Board of Trade commission firm of George M. Sterne & Son. He was born in Ohio and came to Chicago in 1867. He was formerly with N. K. Fairbank and later with Armour & Co. About twelve years ago he went into the commission business for himself. His widow and two sons survive him.

James P. Smith dropped dead at his home in Chicago on the evening of June 11. He was one of the oldest members of the Board of Trade. Mr. Smith was born in London, England, in 1835, coming to America when 18 years old. He settled in Chicago early in the '60's and was for twenty-four years manager of the Central Elevator Company. Since 1892 he had been in the grain commission business, with offices at 417 Rialto building, under the firm name of James P. Smith & Co. He leaves a widow and four grown children, one of the latter being Lloyd J. Smith.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

- O. C. Deming, Cleveland, Ohio.
- M. B. Helmer, Fond du Lac, Wis.
- A. Welmer, of A. Welmer & Son, Greenville, Ohio.
- O. W. Russell, representing Dodge Mfg. Co., Mishawaka, Ind.
- H. H. Rice, representing Nordyke & Marmion Co., Indianapolis, Ind.
- L. I. Ziegler, representing Nordyke & Marmon Co., Indianapolis, Ind.
- B. F. Walter, representing Illinois Grain Dealers' Association, Decatur, Ill.
- Thos. Costello, president Illinois Grain Dealers' Association, Maroa, Ill.
- D. H. Stuhr, secretary American Grain Purifier Constructing Co., Davenport, Iowa.

TRANSPORTATION

Contract has been let for the construction of 74 miles of the Des Moines, Iowa Falls & Northern Railway, from Iowa Falls to Des Moines.

The Chicago & Eastern Illinois Railway is surveying for an extension in Illinois through the cities of Brighton, Dorchester, Gillespie, Litchfield and Assumption to Sullivan, Ind., on the main line.

The Grand Trunk Railway, in making Portland its main ocean port during the winter months, will secure a longer haul for its exports than when routing to New York or Boston, as it has done heretofore.

Thousands of tons of brewers' feeds are being exported to Europe, and the demand for tonnage on this account is said to be particularly good. This indicates that feed stuffs are unusually scarce and high abroad.

The new North & South Railway, now under construction in Iowa, will traverse the counties of Polk, Story, Hardin, Franklin, Cerro Gordo, Floyd and Mitchell, and will extend from Des Moines to Mason City or Osage, or both.

The Pennsylvania Railroad is said to be determined to hold its own in Pan Handle territory in Ohio against the strong competition of the Goulds. This may require the expenditure of \$10,000,000 to bring the road up to the condition desired.

The first of the fleet of four steamers for lake traffic built for the Peavey Steamship Company was launched at Lorain, Ohio, May 22. The new steamer was christened the Frank H. Peavey, and is 450 feet long, 50 feet beam, and has a capacity of 7,000 tons.

Vessel room on the Pacific Coast for the handling of the new crop of wheat is available in larger capacity this year than last and freights are lower. Sailing vessels can be had from the coast to England at 40 shillings per ton; the top notch on charters last season was 47s 6d.

A day's work with the elevators at Buffalo, all except one working, was 1,500,000 bushels. At this average it is estimated that there will be no grain blockade at that port unless shippers order their grain held there, which is not likely, since the reduction of eastbound freights went into effect June 1.

Sir Charles Tupper, ex-premier of Canada, in a recent interview in New York, expressed the opinion that the Canadian canals were destined to become the waterway for much of the grain shipments from the West and Northwest of the United States. The new canal rules will provide for equal tolls for both foreign and domestic vessels.

The steamship Indian, of the Leyland Line, recently steamed out of Quebec with the largest cargo of grain ever shipped by the St. Lawrence route, 200 tons more than could be carried by the once famous Great Eastern. This grain was shipped from the West to Quebec via Parry Sound and the Great Northern Railway of Canada.

Grain rates by lake, Chicago to Buffalo, have been nominally at 1½ cents for wheat, with 1½ cents offered and refused and a few charters at 1½ cents. Grain for immediate shipment was cleaned up early in May, and the export demand has not been sufficient to keep the boats busy. Lake business has been so flat in the grain trade that boats have been running from Chicago to Escanaba light to load iron ore.

Kansas railroads are already experiencing difficulty in getting sufficient cars to move grain. Keek & Young of Yates Center, Kan., have served notice on the State Railroad Commission that they will bring suit against the Santa Fe Railroad Company for failure to supply cars for a large shipment of corn. Under the new railroad law of that state a company failing to supply cars to shippers is liable for actual damage sustained by the shipper.

The Chicago, Milwaukee & St. Paul Railway has served notice on eastern lines that it will not accept the flour tariffs which were adopted, to take effect June 15, advancing the lake rate to 19½ cents and the all-rail rate to 22½ cents, Minneapolis to the seaboard, but will continue to apply the 18-cent lake rail and the 20-cent all-rail rate. This action is said to be due to secret cutting of rates, and will probably result in a general break all along the line.

During the strike of marine engineers the all-rail lines from Minneapolis east made a rate on flour to seaboard the same as that by the lake and rail lines, and this rate was found so profitable that the railroads did not care to raise it when navigation opened. The result was a conference of lake and rail officials, at which it was agreed to reduce flour rates to 18 cents, Minneapolis to New York, by lake and rail. This reduction was agreed upon after a warm discussion in which charges of rate-cutting were freely made. Later the rate was

advanced to 19½ cents on flour, lake and rail, and 22½ cents all rail to New York.

Swan & Hunter, shipbuilders of Tyneside, will put a fleet of grain carriers on the Canadian canals as soon as the Montreal elevator system is built and the improvements at Port Colborne are carried out. Each steamer will tow two barges, the combined capacity of the three being 280,000 bushels. Grain will thus be carried through the canals to ocean steamers quickly and cheaply.

A reduction from 17½ cents to 15 cents on grain and grain products between Chicago and New York has been announced by the trunk railways, effective June 15. On grain alone for export the basing rate between New York and Chicago will be 13½ cents and other export rates based with the usual differentials upon that rate. The reduction is made at this time, it is understood, because a number of lines out of Chicago have endeavored to meet competition of the lake lines by refusing to uphold established tariffs.

PEAVEY "B" DECLARED IRREGULAR.

The only really sensational feature of the second Phillips corn corner was the declaring irregular of the Peavey Grain Company's "B" elevator at South Chicago, on May 21, making 673,885 bushels of corn undeliverable as No. 2, and causing a bulge of two and one-half cents a bushel in May corn that day. The order of the Board was precipitated by a notice posted during the session by Slaughter & Co., declining to receive grain from that elevator on regular contracts. Slaughter & Co. complained that the Peavey Company "could not or would not deliver No. 2 corn" on loading orders. The elevator was immediately declared temporarily irregular, and during the afternoon session of the Board directory the word "temporarily" was withdrawn.

An examination of the officials of the inspection department disclosed the fact that the grain received as No. 2 on state inspection was below grade. Inspector Bidwill said that the corn had been put into the elevator in winter and that as warmer weather came on it had begun to sweat. He said this condition was due to the elevator's failure to handle the grain in the house to dry it out. Chief Inspector Smiley testified to similar effect. Years ago corn in this condition in public elevators was "posted," the loss falling on the oldest holders of the receipts, we believe; but it is said to be twenty years, at least, since that action has been taken.

Mr. Pettit, secretary of the company, said the corn had been inspected in as No. 2 and should have been inspected out of the same grade; that it was public corn and that his company, having used due diligence in preserving the grain, was not responsible for its condition, but that the company would do everything believed to be its duty as public warehousemen.

Slaughter & Co. forced the further issue by charging uncommercial conduct against the officers of the Peavey Grain Company, which were investigated by a committee composed of Messrs. Gregston, Rumsey and Montgomery. There was considerable criticism on the floor of this order for an investigation, it appearing that the company had promptly purchased the outstanding receipts and had made such adjustment of losses as it was possible to make.

The inquiry went on to a conclusion, however, and on June 4 a report was made, in which the directors passed an order of suspension for thirty days against Secretary James Pettit and acquitting F. H. Peavey and D. F. Johnson of the same company. The order has little significance, being disciplinary only.

The corn rejected may be put into condition for delivery as No. 2, the receipts under the ban being still legal tender for corn of that grade, and will be for several months yet, six months being the legal life of a receipt. The episode led, however, to the adoption of a new rule by the directors ordering that hereafter grain tendered by a warehouse and rejected as below grade cannot be taken back into the elevator without reinspection. It has hitherto been the practice of the warehousemen to take back the grain rejected by shippers into their warehouses without any change in the records; and under the old way of doing business it was possible to keep tendering the same grain over again until somebody was willing to take it. The tender of grain that misses the grade from this forward will mean the permanent loss of the grade so far as the official record goes.

It is stated that the shipments of grain from Buffalo by way of the Erie Canal have been unusually large this year, and the traffic since the canal opened shows a large increase in the tonnage carried as compared with last year. The total number of tons of freight carried during the first week of navigation was 120,342, an increase of 24,000 over last year.

IN THE COURTS

In the case of Adolph Keitel & Co. against the Burlington Malting Company of Burlington, Wis., claiming \$65,000 damages for failure to live up to a contract, the court, on May 24, gave judgment for the defendant company.

The locally celebrated case of Nelson Gross against R. B. Bernhardt, involving the ownership of \$85 worth of wheat, which has been pending at Richmond, Ind., for two years, came to a judgment, on May 23, in favor of the plaintiff. The costs are said to amount to \$1,500.

The Chicago Board of Trade has begun an action against the Odell Commission Company, W. J. Odell, Geo. H. Stapley, John Maxwell, the W. U. Tel. Co. and the Gold and Stock Tel. Company, alleging that they have surreptitiously obtained and distributed quotations from the Chicago Board of Trade and distributed them to the bucketshops. Defendants deny the allegations.

Adolph Keitel & Co. have begun suit against the Wisconsin Malt and Grain Company of Appleton, Wis., claiming \$50,000 damages. The plaintiffs are malt brokers and claim commissions on malt sold to certain eastern parties by the Malting company independently of any broker, after Keitel & Co. had previously obtained the orders for the Malting company from the said parties.

Jacob Meyer, grain dealer at Francesville, began suit at Lafayette, Ind., on May 20, against the Lafayette Elevator and Mill Company, claiming damages in excess of \$1,300. The allegations of the plaintiff are that his transactions with the defendant over a period of several months, and that his losses by short weights were \$1,179.15; excessive inspection charge, \$34.68, and by false grading of grain \$121.40, etc.

Aaron Appleton of New York has begun suit against the American Malting Company in Jersey City, to compel the company's directors to refund to the company all the money paid out by their order in excess of the surplus or net profits at the time of the payment of the dividends. The payment of dividends unearned (claimed to be \$1,855,350) is alleged to be unlawful under New Jersey corporation law. This is one of several similar suits.

Perry N. Allen of Coffeyville, Kan., has begun suit against Geo. A. Adams Grain Co. of Kansas City, at Independence, Kan. Allen alleges that in 1896 he purchased an interest in the company and was put in charge of the Coffeyville office, but that since that time he has not been able to procure his share of the profits and recently has been removed from the office in Coffeyville. He asks \$7,300 damages. A temporary restraining order to prevent the First National Bank of Coffeyville from paying out any of the company's money was granted by the court.

The Supreme Court of Kansas has refused to grant the request of the county attorney of Reno County that the Haven Town Company and Farmers' Elevator Company be restrained from blockading the streets of Haven. The Farmers' Elevator Company is composed of Reno County farmers who market their own produce and the company recently commenced the erection of an elevator in Haven. A survey showed that the elevator was in the middle of a street and the county attorney asked the district court for an injunction restraining the company from continuing the work. The injunction was refused and the Supreme Court thus refuses to grant a stay in the case.

MINNESOTA-SOUTH DAKOTA DEALERS.

The Minnesota and South Dakota Grain Dealers' Association was organized at Minneapolis on May 14. The call was issued by Minneapolis elevator men, and the work of organizing was greatly facilitated by Secretaries Stibbens and Bewsher, who were present. B. A. Lockwood, president of the National Association, was also present, but the new organization decided to postpone affiliation with that body, at least until it had perfected its own organization and gotten into smooth working order.

The form of organization adopted was on the lines of the successful western associations, and the Association has, of course, the same objects in view.

The following officers were elected: C. E. Wenzel, Minneapolis, president; J. R. Warfield, Winona, vice-president; J. R. Peterson, Sioux Falls; Henry Rippe, Fairmont, Minn., and F. R. Wells, Minneapolis; E. A. Brown, Luverne, Minn., and F. P. Saeger, Marietta, Minn., governing board and E. A. Burroughs, secretary.

On May 31 the Leyland line steamship Indian took out of Quebec the largest cargo ever shipped by the St. Lawrence route. It was made up in large part of western grain.

BARLEY AND MALT

The first new barley arrived at San Francisco May 29 and sold for 75½ cents per cental.

The Bechaud Brewing Company of Fond du Lac, Wis., has let contract for building a 20,000-bushel elevator.

The plant of the Peoria Malting Company, Peoria, Ill., which was damaged by fire, has been thoroughly repaired.

Experiments are being made this season in growing barley in the Milk River Valley, Montana, where the grain has not been grown before.

Barley growers in Minnesota have been complaining of dry weather, but it is thought that recent rains have repaired most of the damage.

Hundreds of acres of Montana barley in the neighborhood of Manhattan, Mont., were ruined by a heavy wind which blew the sandy soil either away from the young barley shoots or else covered them up so deep that they cannot penetrate the soil.

Seven maltsters in the employ of the Pettit Malting Company at Kenosha, Wis., went out on strike early in May. The company offered to meet their demand for \$13 a week, but refused to obligate itself longer than September 1. The men demanded a contract for a year.

The receipts of barley at Port Costa and San Francisco during April, 1901, were 200,222 centals. The exports of barley from San Francisco by sea during the same month were 41,461 centals, valued at \$36,987. This was a very heavy decrease in exports from April, 1900, in which month 124,301 centals, valued at \$123,112, were exported.

Charles A. Plamondon, who has just returned from Europe, says that American malt is far superior to German malt and that American beers are equal to the best produced in the old country. He attributes this superiority to the use here of improved malting machinery, and says that in this respect the Germans are a quarter of a century behind us.

The receipts of barley at Cincinnati during May, 1901, were 43,307 bushels, and shipments 4,988 bushels, as compared with receipts of 20,800 bushels and shipments of three bushels in May, 1900. The receipts of malt at Cincinnati in May, 1901, were 86,830 bushels, and shipments 71,083 bushels, as compared with receipts of 100,799 bushels and shipments of 105,091 bushels in May, 1900.

It has been reported that the various malting concerns outside the trust would be gathered into the fold, but this has been denied by a director, who says that present business is satisfactory, that the June interest on the bonds is provided for, and that there is ample cash in the treasury to meet all current obligations. No dividends will be paid, however, until the finances of the trust have been reorganized.

John F. Dornfeld of Milwaukee, Wis., has secured a patent on a combination malt house, consisting of a perforated malting floor, means for introducing air into the malt house above the malting floor, the space below the floor being divided into side passages and a central passage, the side passages being open at the rear end into the central passage and the central passage being open at its front end into a discharging flue.

The Wisconsin Malt and Grain Company of Appleton, Wis., is about to increase its capacity by 300,000 bushels, and a new elevator will be erected at once. Contract has been let to the Barnett & Record Company of Minneapolis. The new elevator will be of the tile construction and will consist of nine tanks, each 85 feet high and 25 feet in diameter, costing \$50,000. When it is completed the plant will have a capacity of 1,500,000 bushels.

The Fred F. Bullen branch of the American Malting Company, located at Cragin, Ill., ceased work for the season May 1. General repairs and improvements will be made and the plant will resume operations about September 1. The property consists of one six-story and one five-story brick germinating house, two ironclad elevators and one double kiln house. The malting capacity is 3,500 bushels per day and during the working season over 50 hands are employed.

Consul Marshal Halsted of Birmingham, Eng., explains the complaints recently made that the new English sugar duty will lessen the use of British malting barley by saying that malt made from British barley, when used for brewing purposes, requires the admixture of either a percentage of sugar or of a still larger percentage of malt from foreign barley, so that with the tax on sugar the beers containing a larger proportion of English

barley will be more heavily taxed, the effect being to decrease the per cent of British barley used.

A furnace for malt kilns has been patented by John F. Dornfeld of Milwaukee, Wis. It consists of a furnace having fresh air passages alongside each fire box opening upwardly into the furnace chamber.

Mr. Chas. A. Plamondon and W. H. Prinz, of the Saladin Pneumatic Malting Co., have recently returned from an extended tour of Europe, having visited England, France, Germany and Belgium in the interests of their malting system. After an inspection of the various malting plants in those countries they have come to the conclusion that Europe in general is some twenty-five years in the rear of the United States as regards their malting system.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
April, 1900	10,267	\$4,849	
April, 1901	205	128	
Ten mos. ending April, 1900..	189,699	90,977	
Ten mos. ending April, 1901..	170,995	84,066	

Exports—	Bushels.	Value.	
April, 1900	1,346,236	665,454	
April, 1901	93,619	44,110	
Ten mos. ending April, 1900..	21,578,052	10,258,902	
Ten mos. ending April, 1901..	5,877,512	2,691,349	

BARLEY MALT.			
Imports—	Bushels.	Value.	
April, 1900	400	\$325	
April, 1901			
Ten mos. ending April, 1900..	3,599	3,477	
Ten mos. ending April, 1901..	3,339	3,201	

Exports—	Bushels.	Value.	
April, 1900	35,293	23,175	
April, 1901	25,322	17,032	
Ten mos. ending April, 1900..	253,452	182,339	
Ten mos. ending April, 1901..	264,999	189,177	

GRADES AT TOLEDO.

The following grades of grain, as revised for this new crop season are now in force in Toledo:

WINTER WHEAT.

No. 1 White Wheat—To be white winter wheat, sound, dry, reasonably clean, and equal in quality to No. 2 red, weighing not less than 58 pounds to the bushel and to contain at least 90 per cent of white wheat.

No. 2 White Wheat—To be sound, dry and reasonably clean white winter wheat, may be slightly shrunken or discolored, weighing not less than 55 pounds to the bushel, and to contain at least three-fourths of white winter wheat.

No. 3 White Wheat—To be sound, white winter wheat, may be shrunken or discolored and not well cleaned, and weighing not less than 52 pounds to the bushel.

Rejected White Wheat—To be white winter wheat, may be warm or musty, but not so badly damaged as to render it unmerchantable.

No. 2 Soft Red Winter—To include all varieties of soft winter wheat, to be sound, dry and fairly well clean, to contain not more than 5 per cent of white wheat, and weighing not less than 58 pounds to the bushel.

No. 3 Soft Red Winter—To be sound, and include shrunken and dirty winter wheat, weighing not less than 55 pounds to the bushel, and to contain not over 8 per cent of white wheat.

No. 2 Hard Red Winter—To be the hard variety, sound, dry and reasonably clean, and shall not contain more than 3 per cent of white wheat.

No. 3 Hard Red Winter—To include inferior or dirty hard winter wheat, but suitable for flouring, weighing not less than 56 pounds to the bushel, and containing not more than 8 per cent of white wheat.

No. 4 Hard Red Winter—To include inferior or dirty winter wheat of the hard variety, and weighing not less than 52 pounds to the bushel.

No. 1 Rejected Soft Red Winter—Reasonably clean, may be musty and slightly warm, and weighing not less than 55 pounds to the bushel.

No. 2 Rejected Red Winter—To include all rejected red winter wheat, but must not weigh less than 50 pounds to the bushel.

Grade of Wheat and Rye Mixed—The grain to be sound and containing at least 75 per cent of wheat.

No Established Grade of Wheat and Rye Mixed—Must not exceed 50 per cent of rye.

No. 2 Red and White Mixed Wheat—To be sound, dry and well cleaned, and to include all varieties of soft red and white winter wheat, and to weigh not less than 58 pounds.

No. 3 Red and White—To include all varieties of soft and white winter wheat, to be sound, but not good enough for No. 2, and weighing not less than 55 pounds to the bushel.

Mixed No. 2 Red Winter Wheat—To include hard and soft winter wheat mixed, and in every respect

equal to No. 2 soft or No. 2 hard, and to contain not more than 50 per cent hard wheat.

Mixed No. 3 Red Winter Wheat—To include hard and soft winter wheat mixed, and in all other respects equal to No. 3 red soft or No. 3 red hard.

No. 1 Smutty Wheat—To be equal in all respects to No. 2 red wheat, and only slightly tainted with smut.

No. 2 Smutty Wheat—To contain all smutty wheat not good enough for No. 1.

No Established Grade—Of any kind of grain means that it is not good enough for one grade, and too good for another, and virtually preserves its identity, so that it can be sold by sample.

BARLEY.

No. 1 Barley—To be plump, bright, sound, clean and free from other grain.

No. 2 Barley—To be reasonably clean and sound, but not bright and plump enough for No. 1.

Rejected—All barley that from any other cause is unsound and not largely mixed with other grain.

CLOVER SEED.

Choice Clover Seed—To be bright in color, dry, sound, plump, well cleaned and containing very few foreign seeds, and of uniform quality.

Prime—To be dry, sound, reasonably clean and only slightly mixed with foreign seed.

No. 2—To be merchantable clover seed, but too badly mixed with dirt, brown or foreign seed, or in other respects not good enough for prime.

Rejected—To include all seeds, damp or damaged, very dirty, or so badly mixed with foreign seed as to render it unmerchantable.

Mammoth Alsike and Timothy graded by above rules.

COMMISSION

The Hadden-Krull Company of Milwaukee, Wis., will open a branch office for grain and stock commission business in Kenosha, Wis.

Charles E. Lewis & Co. of Minneapolis have opened a grain commission office in Crookston, Minn. Irwin & Mealey are in charge.

George H. Phillips of Chicago has bought a membership in the Milwaukee Chamber of Commerce. Memberships have sold as high as \$300 lately.

The Weare Commission Company of Chicago has cut out its private wire at Duluth, which it has maintained for three years past. No reasons are given.

Edward G. Heeman has re-entered the grain business and is now with Arthur R. Jones & Co., Chicago. He will again take up the publication of his "Grain Trade Talks."

The Nashville Grain Storage Company has been incorporated at Nashville, Tenn., by M. L. Fugate, S. B. Hart, C. D. Smith, W. C. Myers and J. T. Fugate. The capital stock is \$25,000.

W. E. McHenry, who has for some years been acting as special agent of the Treasury Department in the collection of internal revenue taxes, has resigned to enter the grain commission business at Chicago.

A. J. Cummings has established an office at Duluth, Minn., for dealing in grain, stocks, bonds, etc., with Charles E. Wheeler of Lansing, Mich., as manager. Other branches will be established in other northwestern cities.

Al. Booth has formed a partnership with Frank W. Teegarten in the commission business on the Chicago Board of Trade, under the name of A. V. Booth & Co. Mr. Teegarten will look after the Milwaukee end of the business.

Carrington, Hannah & Company have opened a new office at Nos. 6 to 8 Sherman Street, Chicago, which will be devoted to the speculative trade in grain and stocks. This is an addition to their extensive receiving and elevator interests.

President Edward C. Wall of the Milwaukee Chamber of Commerce, who for several years past has operated solely for himself on the board of trade, has associated himself with Howard and William Jackson of Chicago, as resident partner in the new Milwaukee firm of Jackson Bros. & Co., which will do a strictly grain business.

The firm of Forrester Bros. of St. Louis, Mo., has recently received the addition of two practical grain men in C. V. Fisher and Ed. F. Catlin. Both of these gentlemen are well known on the Merchants' Exchange and among dealers of the western and central states. They have had ample experience as salesmen on 'Change, are thoroughly conversant with every detail of the grain business and expect to be able to benefit their customers by their new connection.

Grain bags are quoted at 7½ cents for Calcuttas in San Francisco.

SEEDS

The demand for grass seed this year, especially from owners of residence property, is exceptionally large.

H. H. Connell & Son of Lincoln, Iowa, shipped 30,000 pounds of popcorn to New York in a single shipment recently.

The Lake Shore Seed Company is erecting a four-story brick building adjoining its plant on Second Street, Dunkirk, N. Y.

Employees of the Iowa Seed Company of Des Moines, Iowa, held their annual picnic at Greenwood Park, near that city, May 21.

Schemerhorn & Hart of Emma, Ind., have purchased a new Reeves Huller and will do an extensive business this season in hulling clover seed.

Crumbaugh & Kuehn, seed merchants of Toledo, Ohio, have made a number of improvements in their warehouse at 34 South Huron Street, including a concrete floor.

London reports a good demand for clovers of all sorts, and says that stocks of white and alsyke clovers, trefoil and Italian rye grass will be quite exhausted, while the stock of red clover left over will be less than usual.

W. A. Bours & Co., the oldest seed house in the state of Florida, were burned out in the Jacksonville fire, but are now temporarily located in a new "shack" at 112 East Bay Street. They will rebuild, and meantime will fill all orders promptly.

M. Hoedeleiss has experimented with grain of different colors with reference to finding a corresponding variation in germination. He has found that green rye germinates quicker than yellow, but the plants from green rye seem to have smaller development and to form their grains later.

The Sioux City Seed & Nursery Company of Sioux City, Iowa, has received an order from a catalogue seed house for eleven carloads of seed corn of this year's crop. This is said to be the largest seed order ever placed in the United States. The locality adjacent to Sioux City has 2,000 acres under contract for seed corn this year. The company has two of the largest seed corn warehouses in the world and will erect another of equal capacity.

H. C. Stone, in the *Prairie Farmer*, advocates sowing grass seed "in the rough," which he explains as the natural condition of the seed before it is cleaned. Seed sown in the chaff or straw, falls in bunches and comes up in thick patches, which form a sod at once. These patches cannot be easily killed out, as can spots from the clean seed, which comes up a very delicate little plant like timothy, and is not capable of standing rough usage.

A new seed company has been organized in Toledo, Ohio, under the name of the Toledo Field Seed Company, to deal strictly in timothy and clover seeds. The capital is \$25,000. The organizers are Radford L. Burge, F. O. Paddock and James Hodge. Mr. Burge has been for years with the L. S. Churchill Seed Company. The newly organized company has purchased from the Iron Elevator Company a two-story warehouse on Hamilton Street, Toledo, for \$10,000. The building has a capacity of 10,000 bags of seed.

Seed men all understand that it is not possible to produce any large variety of seed from one farm. It is engaged from hundreds of farmers in all parts of this and other countries. Peas and beans are raised in Michigan and Wisconsin near the lake, where the cold, damp atmosphere kills the weevil. Beet seed comes from Holland. Cabbage seed is grown on Long Island. Some of it is imported, but most growers prefer to have it acclimated. Illinois, Michigan and Wisconsin produce the tomato seed, and the bulk of the seed corn comes from Iowa and Nebraska. California now produces nearly all of the radish seed and onion seed. Flower seeds come from Germany, Italy and France. Sweet peas and asters and common varieties are grown in California. Seeds sent out in pounds and tiny packets come to the seedsmen by the carload from all sections.

The Wholesale Seedmen's League has made the following definite charges against the contractors who have been furnishing the seed which the government is just now sending out for free distribution: "1. The specific varieties of seeds indicated in the printed specifications of the 27th of January, 1900, have not been supplied, but very common and very cheap sorts substituted, this giving the contractor great advantages. 2. No varieties whatever are named on the printed packets, only the words 'A selected variety,' this giving the contractor great advantages. 3. The stipulated weights named in the specifications of the 27th of January, 1900, have not been given, but reduced quantities, from 10 to 50 per cent less than the specifications, this giving the contractor great advantages. 4. Be-

cause of other irregularities which can be named, giving the contractor extraordinary advantages for enormous profits."

Alfred J. Brown, of the A. J. Brown Seed Company, Grand Rapids, Mich., says that the acreage of seed peas contracted for in the North by the company is 30 per cent greater than last season. Enough seed has been sown to yield 10,000 bushels and enough beans will be planted early in June to yield 20,000 bushels. It will be understood, of course, that these are garden and fancy varieties of seed, not the common field varieties. The company distributes the seed and late in June or early in July the crop is "rogued," that is, experts go through the growing crops and remove all plants that do not seem to be of the variety sown. The crops are harvested late in summer or early fall, put in bags and shipped in car lots to the company here. To grade, hand pick and put up the seed gives employment to a force of about 60 girls nearly if not quite all winter. All the seed raised for this company is shipped to Grand Rapids for sorting and distribution.

The orchard seed growers of Kentucky and Indiana held a meeting at Poplar Grove, Ky., May 23, for the purpose of pooling their interests in selling this year's crop of seed. Jefferson and Oldham counties are the chief orchard grass counties of Kentucky, and Clark County is the largest producing county in Indiana. In fact, this grass does not seed to any extent in any other section of either state. Last year the seed growers combined their interests and gave Mr. P. W. Hardin of Louisville the control of the entire production. The scheme worked satisfactorily to both the growers and to Mr. Hardin, and the same plan was adopted for this year. This action of the growers is said to have been made necessary by a league among dealers to refuse to buy the seed until it is offered at their price. Last year the crop for the Kentucky-Indiana belt amounted to about 40,000 bushels. It will be much shorter this year, and it is expected that the growers will be able to realize \$1 a bushel on what they harvest. There is a big market for the seed, not only in this country but in Europe. There it is regarded almost as a staple.

The executive committee of the Corn Breeders' Association held a meeting at the University of Illinois, Champaign, in connection with the dedication of the agricultural building recently. Those present were: President J. H. Coolidge of Galesburg, Vice-President E. E. Chester of Champaign, A. P. Grout of Winchester, J. L. Reed of Delavan and J. O. Toland of Humboldt. A report was submitted, showing that the general work of the Association had been very successful, the entire supply of well-bred seed corn held by the members being all sold out before the first of May, and large numbers of orders have been and are being returned unfilled. The Association has already begun on the preparation of the first seed-corn pedigree book ever issued in the state, and probably in the world. It will be ready for distribution next spring, and will show the history of the breeding of seed corn sent out or offered for sale, just as the owner of fine stock shows the pedigree of the stock he offers for sale. The committee also adopted a uniform style of crate for shipping seed corn in the ear, the purpose being to ship none in any other way. The members maintain that no buyer can have any certainty of the quality of the seed bought shelled, and shipped in sacks, as it is usually done.

It is said that the Duluth wheat has not been satisfying buyers at the seaboard recently, the grain being declared damp. This condition has made a demand for a dry high-grade hard wheat to improve the quality of the Duluth grain, which is not meeting expectations.



"The Corn Grower has reached the position of an Agricultural Monopolist.—B. W. Snow in Chicago Record-Herald.

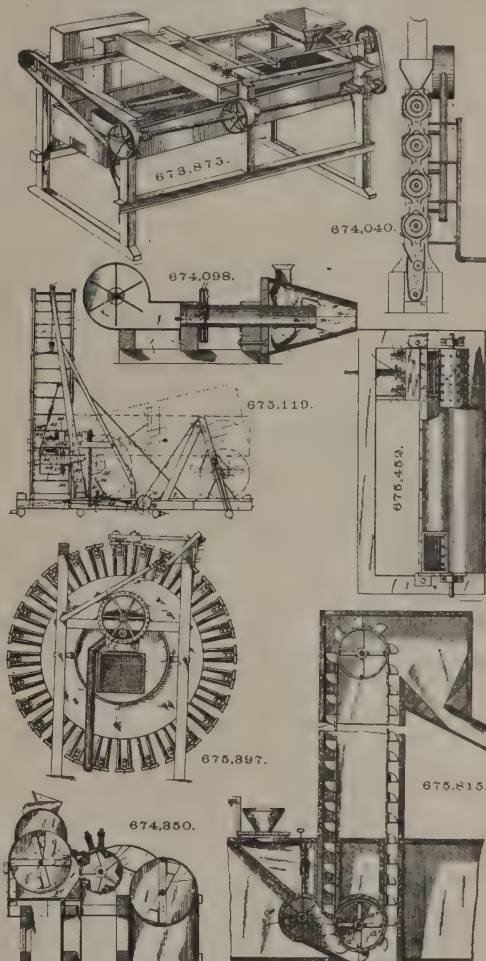
Late Patents

Issued on May 14, 1901.

Grain Separator and Cleaning Machine.—Julius S. Jordan, Maple, S. C. Filed June 18, 1900. No. 673,875. See cut.

Grain Drier.—S. B. Samuelson and Charles P. Anderson, Stromsburg, Neb. Filed January 26, 1900. No. 674,040. See cut.

Pneumatic Grain Loader.—James E. Shepard, Kentland, Ind. Filed November 7, 1900. No. 674,098. See cut.



Cottonseed Huller, Cleaner and Separator.—Cornelius Young, Selma, Ala., assignor to Cotton States Machinery Co., same place. Filed November 15, 1899. No. 674,350. See cut.

Issued on May 21, 1901.

Explosion Engine.—Oscar Kopp and Wm. Preston, Paris, France. Filed December 22, 1900. No. 674,421.

Gas Engine.—Patrick H. O'Donnell, Chicago, Ill., administrator of John Rourke, deceased. Filed August 4, 1900. No. 674,709.

Issued on May 28, 1901.

Gas Engine.—Oliver F. Good, Dayton, Ohio. Filed December 29, 1900. Original No. 634,686, dated October 10, 1899. Reissue No. 11,909.

Portable Wagon Dump and Elevator.—Oscar E. Wagner, Pontiac, Ill. Filed August 7, 1900. No. 675,119. See cut.

Issued on June 4, 1901.

Corn Sheller.—John V. Stradley, Greenwood, Neb. Filed May 9, 1900. No. 675,452. See cut.

Dust Collector.—Orville M. Morse, Jackson, Mich. Filed December 17, 1900. No. 675,397. See cut.

Grain Conveyor.—John Clarke, Orangeville, Canada. Filed September 14, 1900. No. 675,815. See cut.

The S. S. Northwestern, referred to in another column, arrived at Liverpool on June 9, eleven days from Sydney.

The month of May was a record-breaker as regards the exports of cereals from Boston, the total number of bushels being 4,344,310, divided as follows: 2,205,243 bushels of wheat, 1,325,855 bushels of corn and 813,212 bushels of oats. The number of steamers carrying this grain for May was 33. The total number of bushels of grain from January 1 to May 31 exported from this port amounts to 18,237,581. Last year, for the same time, the amount was 9,486,242, an increase this year of 8,751,339 bushels.

The EXCHANGES

The special committee of the Milwaukee Chamber of Commerce raised \$2,205 for the relief of the fire sufferers at Jacksonville, Fla.

Minneapolis Chamber of Commerce memberships are now selling at about \$2,000 and it is expected that with good harvests in the Northwest they will advance to \$2,500 and above.

The forty-sixth annual report of the Baltimore Chamber of Commerce for the year ending Dec. 31, 1900, has been issued. Its 210 pages are filled with matter, statistical and otherwise, that makes it valuable as a record and book of reference.

The directors of the Chicago Board of Trade propose an amendment to the rules to prevent the evasion of the commission rule by certain companies who elect some member of the board as an officer, even though he is not a bona fide stockholder or executive officer.

Memberships in the Duluth Board of Trade have advanced from \$275 to \$400. This is said to be due to the demand for offices in the Board of Trade Building. When the Board is finally out of debt its memberships will be worth many times their present value.

A movement is on foot to have a stock and bond department added to the Baltimore Chamber of Commerce. One of the reasons given for this is the high price of Stock Exchange memberships, a recent sale being made at \$10,500. Chamber of Commerce memberships are now limited to 400. The roll is nearly full and it is expected that the present price of about \$150 will soon show a material advance.

The Milwaukee Chamber of Commerce has departed from the closing hour of 1:15 p. m., so generally observed by the exchanges throughout the country, and in the hopes of securing some extra business has extended the trading hours to 3:00 p. m. and Saturdays, 2:00 p. m. Memberships show a steady advance, a sale having been made at as high as \$300. "Corn King" Phillips of Chicago is numbered among the new members.

The annual meeting of the New York Produce Exchange was held May 28 and the customary reports from the president, board of managers and treasurer were presented and approved. In the review of the year by President Barrows the question of New York's grain trade is taken up and a comparison is made with the grain trade of other Atlantic seaboard cities. In the export of wheat New York shows a loss of 4 per cent compared with last year's returns, while Boston and Philadelphia each gain 3 per cent. Newport News gains 2 per cent and losses of 4 per cent are sustained by Baltimore, New Orleans and Galveston. In corn exports, however, New York made a gain of 3 per cent as did Philadelphia, but Boston and other ports showed losses. President Barrows points out that with the exception of Philadelphia, which he says seems to enjoy unusual advantages as to freight rate, the losses and gains of all the important Atlantic seaboard ports have been about equal in the aggregate. The finances of the Exchange, as shown in the treasurer's report, are in good condition, the net surplus for the year ending April 30 last being \$45,531. During the year 98 were elected to membership.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

BUFFALO DOCK PROPERTY.

For sale, 270 feet best located dock property in Buffalo.

ARTHUR S. GOLTZ, Buffalo, N. Y.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

LINE OF ELEVATORS.

For sale, our line of four elevators and grain houses on Illinois Central Railroad, in heart of corn belt of Central Illinois. Address

LOCK BOX 113, Lincoln, Ill.

TRACK SCALE.

For sale, Fairbanks Track Scale, 42 feet, 80 tons' capacity. Practically new. A chance for a bargain. For description and price apply to
THE MUTUAL WAREHOUSE CO., Portland, Ore.

ILLINOIS ELEVATOR.

For sale, elevator in Illinois, McLean County, corn and oats belt. Business of 200,000 bushels. Capacity, 20,000 bushels. Everything first class. For particulars address

H. H., Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN AND IMPLEMENT BUSINESS.

For sale, a splendid grain and farm implement business in one of the best grain raising counties of Central Minnesota. Good buildings and dwelling. Very little capital required for business. Address

G. L., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

IOWA ELEVATOR.

We offer for sale a good elevator and coal trade in Northwestern Iowa; capacity, 40,000 bushels; gas engine, coal houses, corn cribs, barn and two lots for \$4,500. This is a bargain. A good grain point and the only elevator in town. Has a good trade. The best of reasons for selling.

WM. THOMAS & SON, Wallingford, Emmett Co., Iowa.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED.

A Sturtevant or Buffalo Blower, 18 or 20 inches. Name price.

RAYMOND P. LIPE, Toledo, Ohio.

ELEVATOR WANTED.

Want to buy an elevator at good grain point; Illinois or Indiana preferred. Address

LOCK BOX 15, Kenney, Ill.

ELEVATOR WANTED.

Wanted, for cash, grain elevator doing good business, in good town. Give full particulars first letter.

WM. W. BOUSLAUGH, Sumner, Iowa.

ELEVATOR WANTED.

Wanted, to buy a modern elevator in corn and oats belt. Must do large business and be situated in good sized town.

HORNER & CO., Hume, Ill.

INSPECTION ENVELOPES.

Best envelope known for mailing samples, seeds or flour. Your customer can inspect sample without removing from envelope.

INSPECTION ENVELOPE CO., Box 542, Mt. Sterling, Ky.

WANTED.

A practical man who can take full charge of large transfer elevator and who also is a good judge of grain. Address, giving references, etc.,

TRANSFER ELEVATOR, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

WANTED.

Experienced manager for drying plant. Must have A-1 references and furnish bond. Address, with full particulars,

MANAGER, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Wanted, old engines, boilers and scrap iron.

For sale, complete power plants.

We can rebore your cylinder and valve seats right in their position. Address

FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

SITUATION WANTED.

Wanted, situation by a young man 27 years old. Several years experience in the grain business in country and terminal elevators; also in the office. A good buyer and mixer. Best of references. Willing to go anywhere. Address

E. S., Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Two competent and reliable men; one to act as superintendent and one as assistant superintendent of a barley cleaning house. Must have experience and be able to furnish satisfactory reference. Good salary to proper parties. Address

BARLEY, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

W. S. GILBREATH, Pres. Long Distance Telephone Canal 341

THE ILLINOIS SEED CO.

SEED MERCHANTS.

Clover,	236-242 Johnson Street,	Orchard Grass
Timothy,		Blue Grass,
Hungarian,	COR. FIFTEENTH,	Flax Seed,
Millet,	Pilsen Station, CHICAGO.	Buckwheat,
Red Top,		Etc., Etc.

As Agent for Buyers and Exporters, I supervise shipments and certify same. None but thorough experts employed.

SETH CATLIN, GRAIN EXAMINER AND SAMPLER.

Office, 423 Rialto Building, CHICAGO.

I have had twenty years' experience as a Seaboard Inspector with the New York Produce Exchange Grain Inspection Department. Correspondence solicited.

E. R. Ulrich & Sons, SHIPPERS OF WESTERN GRAIN,

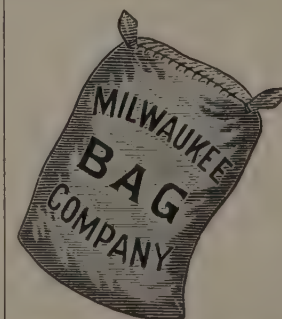
Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale.



SEAMLESS COTTON GRAIN BAGS,

Jute Grain Bags,
Seed Bags,
SECOND-HAND BAGS.

No. 1 Menomonee Street, MILWAUKEE, WIS.

ROOFING AND SIDING.

P. & B. RUBEROID ROOFING
HAS NO EQUAL.

Samples and Testimonials Sent on Application.

Corrugated Iron Roofing and Siding.
Steel, Brick and Stone Siding. . .

WRITE FOR PRICES.

GATE CITY ROOFING AND METAL CO.,

416 DELAWARE STREET, KANSAS CITY, U. S. A.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

"ZANZIBAR" ELEVATOR PAINT.

ANTI-
RUST. SPARK,
WATER,
WEATHER } PROOF. Guaranteed
Five
Years.

Write for Prices and Circulars.

GARFIELD OIL CO., Cleveland, Ohio.

SYKES STEEL ROOFING CO.,

611 So. Morgan Street, CHICAGO.

Eastern Works: NILES, OHIO.



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

THE SAMUEL BORN CO.,
GRAIN.

COMMISSION. BUYERS. SHIPPERS.

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T. P. Baxter, President. F. A. Roennigke, Secretary.
James Parrott, Vice-Pres't. Trave Elmore, Treasurer

PARROTT-BAXTER GRAIN CO.

COMMISSION,
GRAIN, HAY AND SEEDS.

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JOHN WADE & SONS,

Grain Dealers.

Members Merchants' Exchange. Warehouse Capacity, 250 Cars.

MEMPHIS, TENN.

COMMISSION CARDS.

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Minneapolis,

Minn

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Consignments Solicited.

MILLING WHEAT A SPECIALTY.

WARREN & CO.,

...GRAIN...

COMMISSION MERCHANTS,

Rooms 7 and 9 Chamber of Commerce,

PEORIA, - ILL.

M. F. BARINGER

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION
RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

DANIEL McCAFFREY'S SONS,

Leading Hay Dealers,

PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

ESTABLISHED 1867.

LEMAN BARTLETT.

O. Z. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

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Careful attention given to orders from Brewers, Maltsters and Millers.

ESTABLISHED 1876.

W. A. RUNDALL & CO.,

GRAIN AND SEEDS,

SPOT AND FUTURES.

CONSIGNMENTS AND FUTURES given special attention.

Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO.

J. F. ZAHM. F. W. JAEGER. F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,

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TOLEDO, OHIO.

MEMBERS: Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.

Handling consignments and filling orders for futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

COMMISSION CARDS.

OUR MOTTO:

"To Get Your Business and to KEEP It."

Van Ness & Wilson,
COMMISSION MERCHANTS,

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CHICAGO.

REFERENCES:

Young & Nichols.
Corn Exchange National Bank
Bank of Montreal.

Write for our Daily Market Letter.

E. W. WAGNER.

Consign Your Grain.

We make good sales.

We make prompt returns.

We make our customers money.

707, 708 and 709 Rialto Building, CHICAGO.

L. F. Miller & Sons,

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GRAIN, FEED, SEEDS, HAY, ETC.

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CONSIGNMENTS SOLICITED.

Special attention given to the handling of Corn and Oats

References: { Manufacturers' National Bank, Philadelphia, Pa.
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DETROIT, MICH.

LIBRARY BLOCK,
DECATUR, ILL

C. A. BURKS & Co.,
GRAIN AND MILL FEED.

MEMBERS OF { Detroit Board of Trade.
Illinois Grain Dealers' Association.

Patronage of Regular Grain Dealers Solicited.

Thos. H. Botts & Co.

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I. M. Parr & Son, BALTIMORE. Dunlop Mills, Warner, Moore
& Co., RICHMOND, VA.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

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PRIVATE WIRES.

ARTHUR R. JONES & CO.,
Members Chicago Board of Trade

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PROVISIONS BONDS**

226-228 La Salle Street, - CHICAGO.

HENRY HEMMELGARN. Established 1861. PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,
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GRAIN, SEEDS AND PROVISIONS,
ROOMS 317, 318 AND 319 RIALTO BUILDING,
Adjoining Board of Trade. CHICAGO, ILL.
Consignments Solicited. Correspondence Invited.

DON'T DOUBT

That a Strong, Energetic, Successful Correspondent at Chicago, can do much to promote the success of your grain business.

WE BELIEVE IT, WE KNOW IT!
CAN WE DEMONSTRATE IT TO YOU?

POPE & ECKHARDT CO.,
317-321 Western Union Building, CHICAGO.

BRANCH OFFICES { ST. LOUIS, 214 N. 4th St.
MINNEAPOLIS, 17 1/2 Chamber of Commerce.
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W. R. Mumford Co.
GRAIN, SEEDS, HAY,
MILL FEED.

528 TO 532 RIALTO BUILDING, CHICAGO.
Careful Attention Given Your Cash and Future Business,
SELLING BY SAMPLE A SPECIALTY.

Grain Dealers,

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If you appreciate Honest Work, Good Treatment and Prompt Returns consign your grain to us.

CALUMET GRAIN & ELEVATOR CO.,
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ARTHUR R. SAWERS in charge of receiving business.

CORRESPOND WITH

GERSTENBERG & CO.,

Grain and Commission Barley a
Seeds. Merchants. Specialty.

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COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,
Commission Merchants.

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GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL

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GRAIN COMMISSION MERCHANTS,
RECEIVERS, SHIPPERS, EXPORTERS,

Grain and Seeds,

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CHICAGO. NEW YORK.

W. H. MERRITT & CO.,
Grain Buyers and Shippers.

CORRESPONDENCE SOLICITED.

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Commission Merchants,
GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade, CHICAGO.

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(Members Chicago Board of Trade),

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Opposite Board of Trade. CHICAGO.

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ROSENBAUM BROTHERS,

COMMISSION RECEIVERS
MERCHANTS, AND SHIPPERS,

Grain and Seeds,

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Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

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The world's largest consumers of Corn. Daily consumption 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

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Members Chicago Board of Trade.

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Consignments Solicited.

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WITH

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Nos. 78 to 82 Traders' Building,
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Refer to { Continental National Bank, Chicago. Established
{ Corn Exchange National Bank, Chicago. 1862.

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Main Office: 226 LaSalle St.,

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Make all drafts on Main Office.

WE BELIEVE CORN WILL SELL AT 50 CENTS

Buy
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CORN WAS SELLING AT 36 CENTS.

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Consign your grain and seeds and send your
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WARE & LELAND,

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GRAIN PROVISIONS,
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Write for our Daily Market Letter.

Your interests are our interests.

Special attention given to cash
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Private Wires to all Important Points East and West.

NEW STEEL FIREPROOF ELEVATOR AT BUFFALO, N. Y.
MACDONALD'S PATENT STORAGE BINS



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BUILDERS OF

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*In wood, steel or combination materials.
Any capacity from 5,000 bushels up.*

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SEELEY, SON & CO.,

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Plans, Specifications
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for Complete POWER
PLANTS OF ALL
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Write for Prices on
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Fred Grotenrath,

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Designer and Builder
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Plans and Estimates
Furnished on Application.

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Country, Transfer, Mixing, Marine, and
Terminal Storage Elevator Plants.

PLANS SUBMITTED AND ESTIMATES FURNISHED.

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Elevator or Mill Supplies...

Cleaning Machines,
Feed Mills,
Corn Shellers,
Engines and Boilers,
Gasoline Engines,
Horse Powers,

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WAREHOUSE AND SALESROOMS: 1221-1223 Union Ave., Kansas City, Mo. Send for our Illustrated Catalog

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Iron and Steel

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Storage Tanks,

BOILERS AND STACKS,

STANDPIPES
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TRANSFER AND CLEANING HOUSES.

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Grain Elevator Builder,
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Guaranty Loan
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OVER THIRTY YEARS' EXPERIENCE.

CORRESPONDENCE SOLICITED.



Reduce POWER and
Cost of INSURANCE

As well as danger to employes
by equipping your elevator with

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THE KNICKERBOCKER CO.,
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ENGINEERS
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Structural Steel Fireproof
Quick-Working Upright
Combination Quick-Working Storage
Wood and Steel Tank

GRAIN ELEVATORS.

We have the most extensive Contractors' Plant in the country, thoroughly equipped with compressed air, electricity and steam for doing the following classes of work:

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GENERAL OFFICES:

LINCOLN TRUST BLDG., ST. LOUIS.

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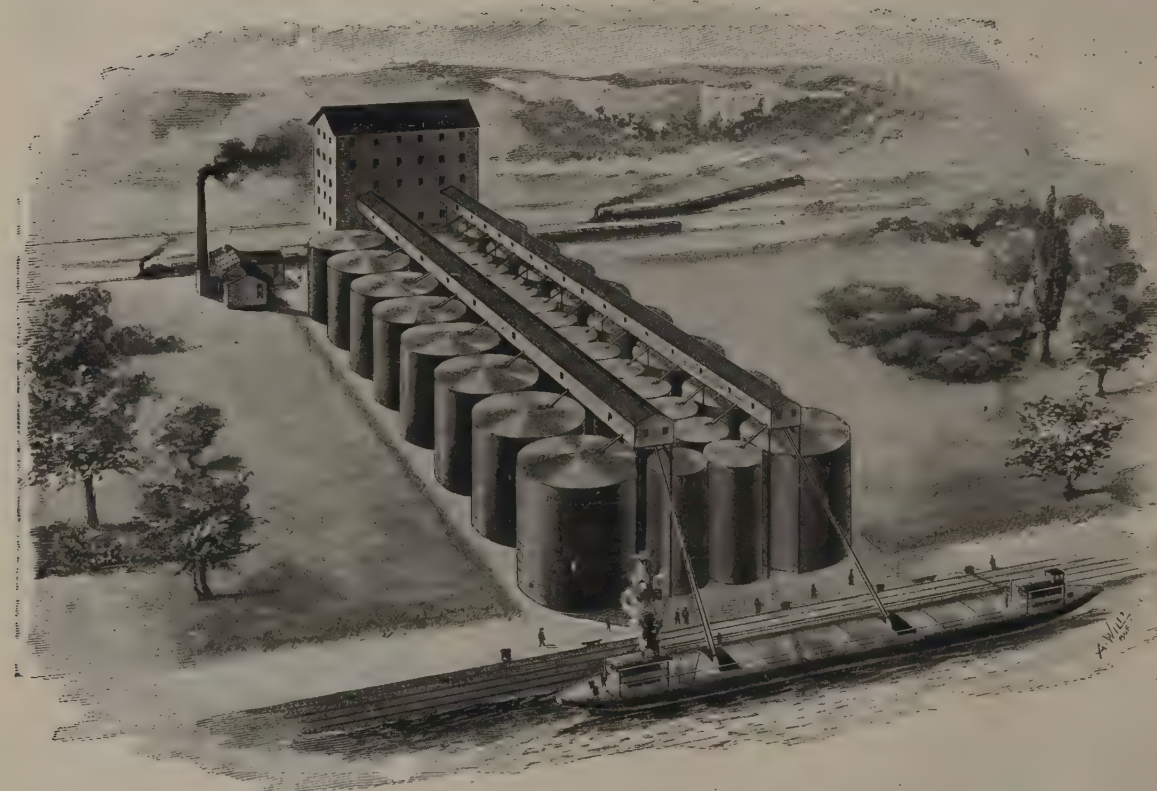
YOUNGLOVE & BOGGESS CO., MASON CITY, IOWA,

Contractors, Designers and Builders of Grain Elevators.

Write us for ideas and estimates.

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STEEL STORAGE & ELEVATOR CONS. CO.



CANADIAN PACIFIC RAILWAY CO.'S STEEL ELEVATOR, FORT WILLIAM, CANADA, 1,500,000 BUSHELS.

FIRST IN THE FIELD,
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WE DESIGN AND BUILD COMPLETE

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TO MEET ALL REQUIREMENTS.

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INVESTIGATE OUR

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We Build Storage for Any Commodity of
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SUCCESSORS TO J. T. MOULTON & SON,

THE PIONEERS IN

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THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

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STEEL ELEVATORS A SPECIALTY.

We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards. Etc., Etc.



A Few Elevators Built by Us.

	Bu. capacity.
Portland El. Co., Portland, Me.	1,000,000
Maple Leaf Elevator, Kansas City, Kan.	1,000,000
Burlington Elevator, St. Louis	1,300,000
Interstate Elevator Co., Minneapolis	1,000,000
Northern Grain Co., Manitowoc, Wis.	500,000
W. W. Cargill, Green Bay, Wis.	500,000
Vigo Elevator Terre Haute, Ill.	500,000
Belt Line Elevator Co., Superior, Wis.	2,500,000
Superior Terminal El. Co., Superior, Wis.	2,500,000
F. H. Peavey & Co., Minneapolis No. 1	1,750,000
F. H. Peavey & Co., Minneapolis No. 2	500,000
Atlantic Elevator Co., Minneapolis	600,000
Empire Elevator Co., Minneapolis No. 1	600,000
Empire Elevator Co., Minneapolis No. 2	500,000

THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills court houses, packing houses, hotels, the Cozad irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness

WRITE US FOR ESTIMATES. 304-312 CORN EXCHANGE, MINNEAPOLIS, MINN.

F. W. BARKER, PRESIDENT.

PAUL WILLIS, SECRETARY.

KENWOOD BRIDGE CO.

ENGINEERS AND BUILDERS OF STRUCTURAL STEEL WORK.

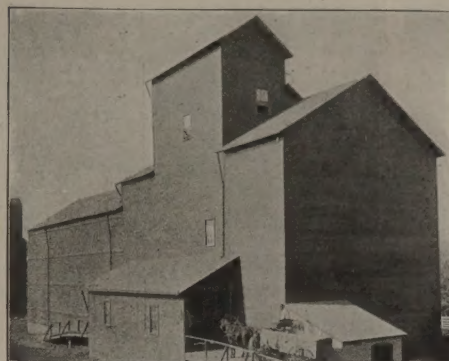
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A SPECIALTY.

Roofs, Bridges, Columns and Girders, Designs and Estimates Furnished.

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Telephone, Central 399.

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OUR MODERN COUNTRY ELEVATORS

Have proven superior to all others built last season. They contain more new features than any others now being built. Write us for special design.

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CHICAGO, ILL.

RECORD FOR YEAR 1900 IN ELEVATOR BUILDING.

THE FOLLOWING COMPRISES PARTIAL LIST OF ELEVATORS
BUILT DURING 1900 BY

G. T. HONSTAIN,

SUCCESSOR TO HONSTAIN BROS.,
313 Third Street South, MINNEAPOLIS, MINN.

	Bushels
EAGLE ROLLER MILL CO., New Ulm, Minn.	200,000
EXCHANGE ELEVATOR CO., St. Louis Park, Minn.	150,000
MINNESOTA ELEVATOR CO., Wilno, Minn.	25,000
MINNESOTA ELEVATOR CO., Hendricks, Minn.	25,000
MINNESOTA ELEVATOR CO., Astoria, S. D.	25,000
EXCHANGE ELEVATOR CO., Bird Island, Minn.	20,000
SPALDING BROS., Wanda, Minn.	25,000
K. KREUGER, West Brook, Minn.	25,000
CROWN ELEVATOR CO., Batavia, Minn.	25,000
CROWN ELEVATOR CO., Hickson, N. D.	25,000
CROWN ELEVATOR CO., Selby, S. D.	25,000
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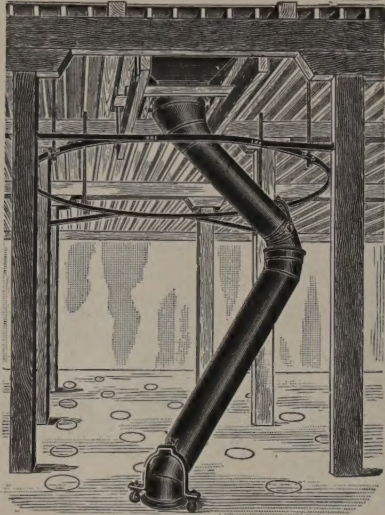
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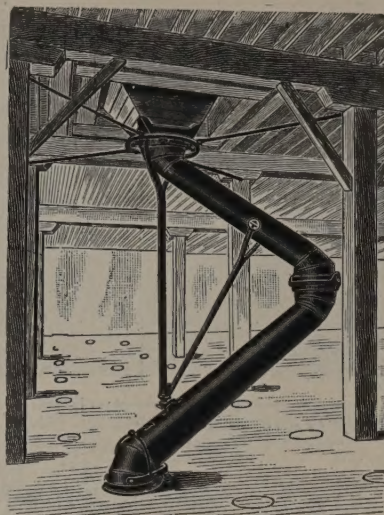
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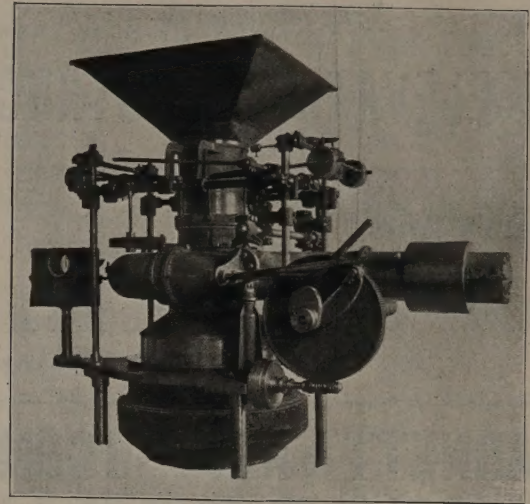
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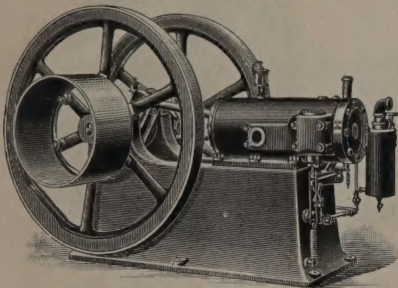
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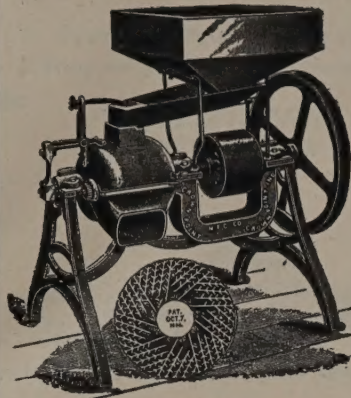
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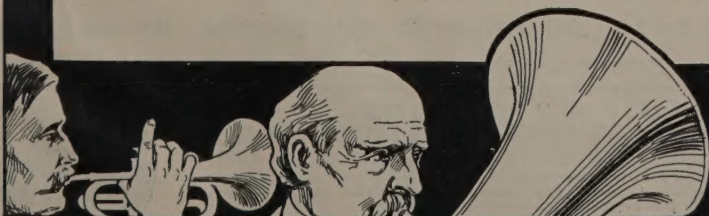
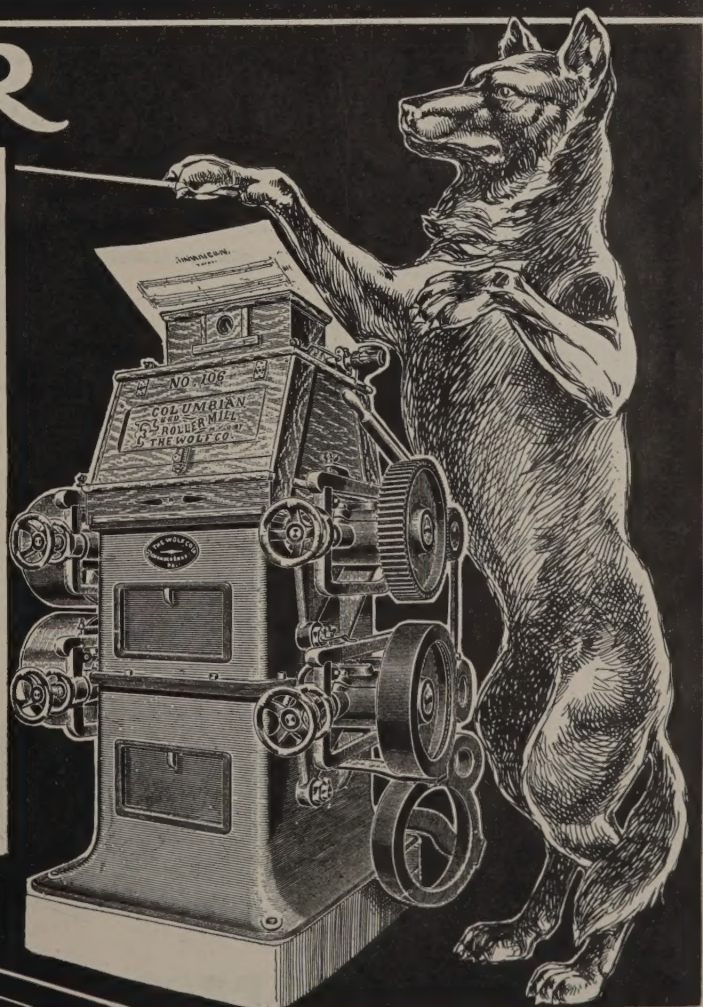
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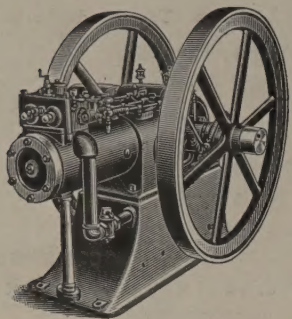
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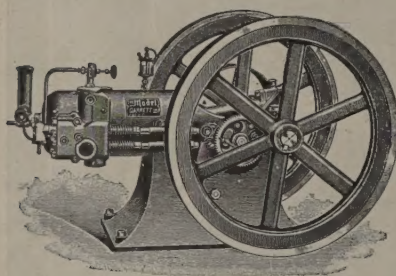
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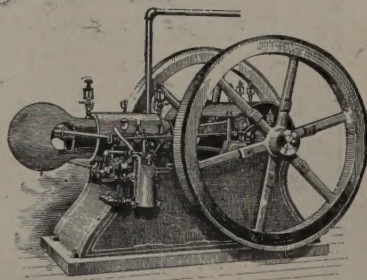
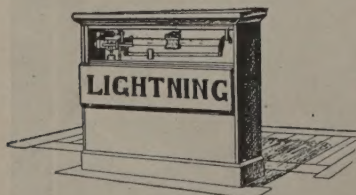
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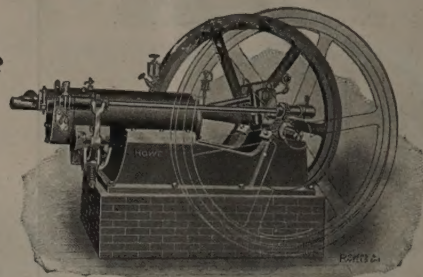
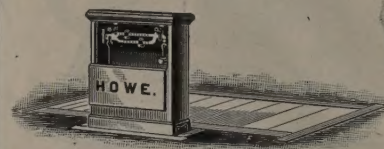


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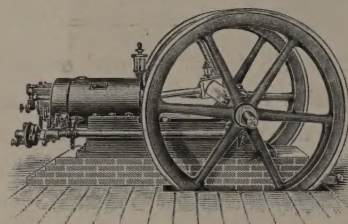
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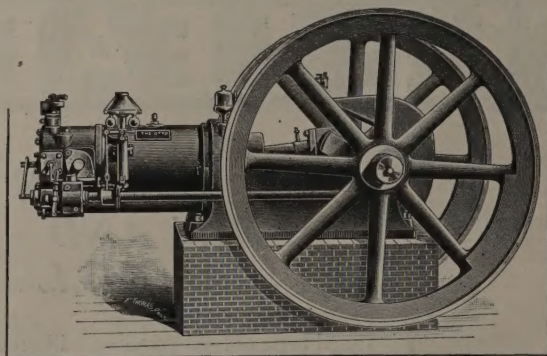
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